



No. 36

6 SEPTEMBER 2003



UNITED STATES OF AMERICA

NOTICE TO MARINERS



Published Weekly by the
National Imagery and Mapping Agency

Prepared Jointly with the
National Ocean Service and U.S. Coast Guard

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**Visit the Maritime Safety Information Division website at
<http://pollux.nss.nima.mil/>**



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IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Homeland Security), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated.

Cover Photo: The **USS KEARSARGE (LHD-3)** is the third in a series of seven *WASP* class multipurpose amphibious assault ships built by Ingalls Shipbuilding in Pascagoula, MS. **KEARSARGE** is the fourth ship to bear this name, with an historical lineage that dates back to the Civil War. Hers is one of only two names that Congress has mandated the US Navy will always have a ship named. Her principal mission is to embark, deploy, land and support a Marine landing force. The ship is specifically designed to accommodate Air Cushion Landing Craft (LCAC) for fast troop movement over the beach, and AV-8B Harrier aircraft to provide close-in air support for the assault force. **KEARSARGE** can also carry as many as 26 Navy/USMC helicopters for troop movement, air support and Search and Rescue Operations. The ship's extensive medical facilities include six fully-equipped operating rooms and a 600-bed hospital for combat support, as well as for humanitarian missions during peacetime. Commissioned 16 October 1993, the **KEARSARGE** is 844 feet in length, has a beam of 110 feet, a draft of 28 feet and can accommodate a crew of 1,009 sailors and 73 officers. During her recent deployment in support of Operation Enduring/Iraqi Freedom, the **KEARSARGE** served as the flagship for Commander, Amphibious Task Force EAST, and carried more than 1,700 Marines from the Second Marine Expeditionary Brigade to the Northern Arabian Gulf. The homeport of the **KEARSARGE** is Norfolk, Virginia.

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 36/03

HYDROGRAM

**National Imagery and Mapping Agency
Bethesda, MD 20816-5003**

SPECIAL
ANNOUNCEMENTS

NEW PRODUCTS
OR SERVICES

IMPORTANT
CHANGES

6 September 2003

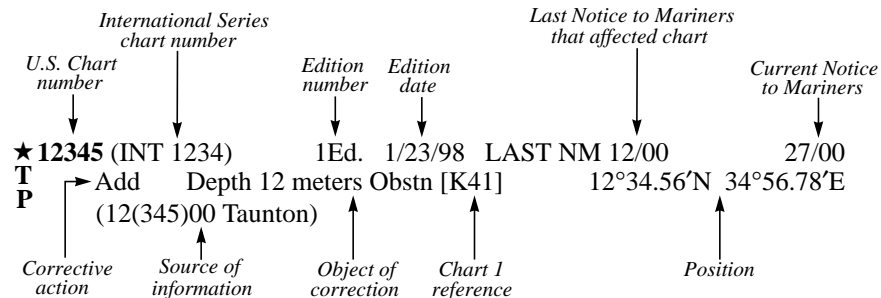
NEW EDITION OF SUMMARY OF CORRECTIONS

SUMMARY OF CORRECTIONS FOR THE WESTERN PACIFIC OCEAN (REGIONS 8 AND 9), VOLUME 4, 2003 EDITION, IS READY FOR ISSUE. THIS EDITION IS PRODUCED BY NIMA IN DIGITAL FORMAT ONLY. SEE SECTIONS II AND III.

EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

Section I-1 contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

★ indicates that it is based upon original U.S. source information.

T indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.

The letter **M** immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter **M** is not a part of the chart number.

The letter **N** preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.

Courses and bearings are given in degrees true.

Light sectors are expressed in degrees true from the vessel TOWARD the light.

The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.

The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.

Section I-2* contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.

Section I-3 lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

Section II-1 is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

Section II-2* contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

Section II-3* lists weekly updates to the USCG Light Lists.

Section II-4* lists weekly updates to the NIMA List of Lights.

Section II-5 lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

Section III-1 lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

Section III-2 contains miscellaneous information of particular interest to the maritime community.

*The left-hand pages of these sections are intentionally blank.

SECTION I CHART CORRECTIONS

NM 36/03

623	9Ed. 8/31/96 LAST NM 19/03 Delete R Bn (AERO) (BA RA)	36/03 24°53'S 113°42'E	11374	31Ed. 8/02 LAST NM 34/03 (Side A) Add Legend "(Awash)" to dangerous wreck (PA) 30°16'19"N 88°18'30"W (See 34/03-11374) (Side B) Add Legend "(Awash)" to dangerous wreck (PA) 30°16'19"N 88°18'30"W (31/03 CG8)	36/03
708 (INT 708)	3Ed. 12/30/95 LAST NM 34/03 Delete RC (Aero) (BA RA)	36/03 24°53'S 113°40'E	★11376	48Ed. 12/1/01 LAST NM 30/03 Change Visibility (range) of light "A" to 3M 30°31'30"N 88°02'05"W (See 30/03-11376) (31/03 CG8)	36/03
1116A	Ed. 11/02 LAST NM 35/03 Delete Platform Dangerous wreck (PA) (See 32/03-1116A) Add Submerged well (cov 39fms) [L20] marked by buoy W Or, Fl 2.5s (Priv) (31/03 CG8)	36/03 29°00.5'N 92°54.2'W 28°41.5'N 91°30.2'W 28°04.7'N 93°38.8'W	★11486	15Ed. 7/03 NEW EDITION (NOS)	36/03
1117A	Ed. 4/03 LAST NM 35/03 Delete Buoy Note: Obstrn "Fish Haven" remains (31/03 CG8)	36/03 27°51.3'N 96°11.2'W	11534	32Ed. 3/03 LAST NM 17/03 (Side A) Relocate Light "12" from 34°00'42"N 77°57'03"W to 34°00'44"N 77°57'03"W (27/03 CG5)	36/03
11004	7Ed. 10/29/94 LAST NM 34/03 Delete Dangerous wreck (PA) (Supersedes 32/03-11004) (31/03 CG8)	36/03 28°41.5'N 91°30.2'W	★11537	34Ed. 4/03 LAST NM 35/03 Relocate Light "12" from 34°00'42"N 77°57'03"W to 34°00'44"N 77°57'03"W (27/03 CG5)	36/03
★11300	39Ed. 4/03 LAST NM 35/03 Delete Buoy Note: Obstrn "Fish Haven" remains (31/03 CG8)	36/03 27°51.3'N 96°11.2'W	12285	35Ed. 1/03 LAST NM 34/03 (Page D, Inset 8) Change Characteristic of light "1W" to Fl G 4s 38°14'29"N 76°49'30"W (27/03 CG5)	36/03
★11313	22Ed. 3/24/01 LAST NM 27/03 Add Buoy "A" Y (Priv) (31/03 CG8)	36/03 28°10'47"N 96°41'03"W	12327	96Ed. 11/02 LAST NM 34/03 Add Buoy "A" W Or (See 16/03-12327) (27/03 CG1)	36/03 40°40'33"N 74°03'33"W
★11328	22Ed. 6/2/01 LAST NM 30/03 Relocate Range light, front from 29°43'46.6"N 95°01'29.7"W to 29°43'46.5"N 95°01'29.0"W Note: Range bearing unchanged (31/03 CG8)	36/03	★12334	66Ed. 5/03 LAST NM 34/03 Add Buoy "A" W Or (27/03 CG1)	36/03 40°40'33.1"N 74°03'33.0"W
11329	34Ed. 1/12/02 LAST NM 30/03 Relocate Range light, front from 29°43'46.6"N 95°01'29.7"W to 29°43'46.5"N 95°01'29.0"W Note: Range bearing unchanged (31/03 CG8)	36/03	★12341	26Ed. 6/03 NEW EDITION Substitute Light Fl 3s 40ft (Priv) for position circle "TOWER...LH)" 40°51'00.8"N 73°56'49.1"W (NOS; 16/03 CG1)	36/03
★11330	14Ed. 11/02 LAST NM 35/03 Delete Platform (31/03 CG8)	36/03 29°00.5'N 92°54.1'W	12363	39Ed. 7/15/00 LAST NM 32/03 Add Depth 32 feet Rk [K14.2] (NOS)	36/03 41°06'22"N 73°14'03"W
★11340	67Ed. 11/02 LAST NM 35/03 Delete Platform Dangerous wreck (PA) (See 32/03-11340) Add Submerged well (cov 39fms) [L20] marked by buoy W Or, Fl 2.5s (Priv) (31/03 CG8)	36/03 29°00.5'N 92°54.2'W 28°41.5'N 91°30.2'W 28°04.7'N 93°38.8'W	12364	34Ed. 3/03 LAST NM 32/03 (Page C) Add Depth 32 feet Rk [K14.2] (NOS)	36/03 41°06'22"N 73°14'03"W
★11349	40Ed. 7/02 LAST NM 31/03 Delete Platform (Supersedes 27/03-11349) (31/03 CG8)	36/03 29°10'33"N 92°11'42"W	★12369	25Ed. 6/1/02 LAST NM 35/03 Add Depth 32 feet Rk [K14.2] (NOS)	36/03 41°06'22.4"N 73°14'03.2"W
★11373	42Ed. 6/02 LAST NM 34/03 Add Legend "(Awash)" to dangerous wreck (PA) 30°16'19"N 88°18'30"W (See 34/03-11373) (31/03 CG8)	36/03	12372	31Ed. 8/02 LAST NM 25/03 (Page B, Inset 1) Add Buoy "2A" R, nun (27/03 CG1)	36/03 41°20'03.7"N 72°05'24.7"W
			★13003	47Ed. 6/03 NEW EDITION Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (Previously published 29/03) Add Buoy "B" Y, Fl Y 4s (Priv) Buoy "A" Y, Fl Y 4s (Priv)	36/03 44°16.4'N 67°18.9'W 43°10.8'N 70°25.7'W 42°31.1'N 70°33.8'W

(continued on next page)

13003	(Continued)				
	Danger circle [K40] "Obstn" (PA)	41°10.1'N 71°12.9'W			
	Purple dashed-line circle with legend "Unexploded ordnance"	39°36.3'N 66°32.4'W			
	(NOS; 7/02, 48/02, 3/03 CG1)				
★13006	31Ed. 6/03 NEW EDITION				36/03
Add	Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (Previously published 29/03)	44°16.4'N 67°18.9'W			
Add	Buoy "B" Y, Fl Y 4s (Priv) Danger circle [K40] "Obstn" (PA)	43°10.8'N 70°25.7'W 41°10.1'N 71°12.9'W			
	(NOS; 48/02, 3/03 CG1)				
13009	30Ed. 8/02 LAST NM 23/03				36/03
Relocate	Buoy "A" from 42°31.1'N 70°33.8'W to (See 9/03-13009)	42°31.7'N 70°34.0'W			
	(27/03 CG1)				
13200	33Ed. 1/19/02 LAST NM 18/03				36/03
Relocate	Buoy "A" from 42°31.1'N 70°33.8'W to (See 9/03-13200)	42°31.7'N 70°34.0'W			
	(27/03 CG1)				
13201	10Ed. 8/10/96 LAST NM N18/03				N36/03
Relocate	Buoy "A" from 42°31.1'N 70°33.8'W to (See N9/03-13201)	42°31.7'N 70°34.0'W			
	(27/03 CG1)				
13212	35Ed. 12/02 LAST NM 13/03				36/03
Add	Buoy "2A" R, nun (27/03 CG1)	41°20'03.7"N 72°05'24.7"W			
★13213	40Ed. 2/03 LAST NM 25/03				36/03
Add	Buoy "2A" R, nun (27/03 CG1)	41°20'03.7"N 72°05'24.7"W			
★13246	37Ed. 6/03 NEW EDITION				36/03
	(NOS)				
★13260	39Ed. 6/03 NEW EDITION				36/03
Add	Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (Previously published 29/03)	44°16.4'N 67°18.9'W			
Relocate	Buoy "A" from 42°31.1'N 70°33.7'W to (NOS)	42°31.7'N 70°34.0'W			
13263	7Ed. 4/24/99 LAST NM N29/03				N36/03
Relocate	Buoy "A" from 42°31.1'N 70°33.8'W to (See N9/03-13263)	42°31.7'N 70°34.0'W			
	(27/03 CG1)				
★13267	30Ed. 12/1/01 LAST NM 9/03				36/03
Relocate	Buoy "A" from 42°31'05"N 70°33'47"W to (See 9/03-13267)	42°31'40"N 70°33'59"W			
	(27/03 CG1)				
★13276	22Ed. 7/03 NEW EDITION				36/03
	(NOS)				
★13305	28Ed. 5/5/01 LAST NM 9/03				36/03
Relocate	Buoy "2" from 44°05'40"N 68°39'16"W to (27/03 CG1)	44°05'42"N 68°39'17"W			
13313	19Ed. 8/28/93 LAST NM 9/03				36/03
Relocate	Buoy "2" from 44°05'40"N 68°39'16"W to (27/03 CG1)	44°05'42"N 68°39'17"W			
14002	57Ed. 4/15/95 LAST NM 34/03				36/03
Change	Light to Fl(3) 20s 72ft 16M (Can LL)	47°04.4'N 64°47.9'W			
14024	5Ed. 4/1/95 LAST NM 22/03				36/03
Delete	Light (Can LL)	51°22.5'N 57°11.5'W			
14041	12Ed. 1/14/95 LAST NM 34/03				36/03
Change	Characteristic of light to L Fl 12s (Can LL)	44°33'06"N 66°02'12"W			
14062	17Ed. 5/20/95 LAST NM 32/03				36/03
Change	Characteristic of light to L Fl 12s (Can LL)	44°33.1'N 66°02.2'W			
14081	21Ed. 12/24/94 LAST NM 41/01				36/03
Change	Light to Fl Y 5s 5m 2M Ra ref (Plan)	44°01'10"N 64°39'45"W			
	Change (Can LL)	Light to Fl Y 5s 5m 2M Ra ref	44°01'10"N 64°39'45"W		
14180	38Ed. 2/18/95 LAST NM 21/02				36/03
Change	Light to Fl(3) 20s 72ft 16M (Can LL)	47°04.4'N 64°47.9'W			
14186	2Ed. 2/25/95 LAST NM 5/01				36/03
Add	Light Fl G 6s 9m 6M (Can LL)	48°37'12"N 64°12'00"W			
14189	2Ed. 1/21/95 LAST NM 38/01				36/03
Change	Light to Fl(3) 20s 22m 16M (Can LL)	47°04'24.0"N 64°47'54.0"W			
14242	13Ed. 4/15/95 LAST NM 34/02				36/03
Change	Range light, rear to 2FW 52m 17/8M	47°26'18"N 70°25'36"W			
	Visibility (range) of range light, front to 17/8M	47°26'06"N 70°25'42"W			
	Light to Iso R 2s 8m 7M WHIS	47°50'24"N 69°52'24"W			
	(Plan B)				
Change	Light to Iso R 2s 8m 7M WHIS (Can LL)	47°50'24"N 69°52'24"W			
14415	4Ed. 6/26/93 LAST NM 33/02				36/03
Delete	Light (Can LL)	51°22.5'N 57°11.5'W			
16003	16Ed. 1/12/02 LAST NM 13/03				36/03
Add	Dashed-line circle with legend "Subm buoy (cov 23fms)"	65°46.8'N 168°34.5'W			
	Dashed-line circle with legend "Subm buoy (cov 24fms)"	66°19.6'N 168°58.0'W			
	Dashed-line circle with legend "Subm buoy (cov 20fms)"	65°44.7'N 168°15.8'W			
	(NTM0022/2003)				
16005	9Ed. 7/4/98 LAST NM 52/01				36/03
Delete	Dashed-line circle and legend "Subm buoy (cov 22fms)"	65°46.7'N 168°34.8'W			
Change	Legend to "Subm buoy (cov 24fms)"	66°19.6'N 168°58.0'W			
Add	Dashed-line circle with legend "Subm buoy (cov 23fms)"	65°46.8'N 168°34.5'W			
	Dashed-line circle with legend "Subm buoy (cov 20fms)"	65°44.7'N 168°15.8'W			
	(NTM0022/2003)				
16006	33Ed. 12/23/00 LAST NM 35/03				36/03
Delete	Dashed-line circle and legend "Subm buoy (cov 22fms)"	65°46.7'N 168°34.8'W			

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16006	(Continued)				
Add	Dashed-line circle with legend "Subm buoy (cov 23fms)"	65°46.8'N 168°34.5'W			
	Dashed-line circle with legend "Subm buoy (cov 20fms)"	65°44.7'N 168°15.8'W			
	(NTM0022/2003)				
16200	13Ed. 7/1/95 LAST NM 20/01				36/03
Delete	Dashed-line circle and legend "Subm buoy (cov 22fms)"	65°46.7'N 168°34.8'W			
Add	Dashed-line circle with legend "Subm buoy (cov 23fms)"	65°46.8'N 168°34.5'W			
	Dashed-line circle with legend "Subm buoy (cov 20fms)"	65°44.7'N 168°15.8'W			
	(NTM0022/2003)				
★16220	5Ed. 2/8/97 LAST NM 6/02				36/03
Delete	Dashed-line circle and legend "Subm buoy (cov 40m)"	65°46.7'N 168°34.8'W			
Change	Legend to "Subm buoy (cov 45m)"	66°19.6'N 168°58.0'W			
Add	Dashed-line circle with legend "Subm buoy (cov 42m)"	65°46.8'N 168°34.5'W			
	Dashed-line circle with legend "Subm buoy (cov 38m)"	65°44.7'N 168°15.8'W			
	(NTM0022/2003)				
17003	4Ed. 2/10/96 LAST NM 35/03				36/03
Relocate	Superbuoy ODAS "46185" from 52°24.4'N 129°47.1'W to	52°25.0'N 129°48.6'W			
	(1(3902)03 Ottawa)				
17008	12Ed. 3/9/96 LAST NM 43/02				36/03
Relocate	Superbuoy ODAS "46185" from 52°24.4'N 129°47.1'W to	52°25.0'N 129°48.6'W			
	(1(3902)03 Ottawa)				
17360	33Ed. 5/03 LAST NM 31/03				36/03
Add	Light Fl 2.5s 40ft 5M	56°01.4'N 132°49.6'W			
	(30/03 CG17)				
17382	15Ed. 3/03 LAST NM 20/03				36/03
Add	Light Fl 2.5s 40ft 5M	56°01'23"N 132°49'38"W			
	Light "2" Fl R 4s 32ft 3M	56°01'14"N 132°50'19"W			
	Buoy "3" G, Fl G 6s	56°01'05"N 132°50'08"W			
	Buoy "4" R, Fl R 2.5s	56°00'51"N 132°50'06"W			
	(30/03 CG17)				
★17401	10Ed. 9/4/99 LAST NM 1/03				36/03
Add	Light Fl 2.5s 40ft 5M	56°01'22.6"N 132°49'38.3"W			
	Light "2" Fl R 4s 32ft 3M	56°01'13.6"N 132°50'18.5"W			
	Buoy "3" G, Fl G 6s	56°01'04.7"N 132°50'08.0"W			
	Buoy "4" R, Fl R 2.5s	56°00'50.7"N 132°50'06.3"W			
	(30/03 CG17)				
17420	26Ed. 9/22/01 LAST NM 20/03				36/03
Relocate	Light from 55°04.7'N 130°12.2'W to	55°04.7'N 130°12.2'W			
	Light from 54°55.5'N 130°58.6'W to	54°55.4'N 130°58.7'W			
	(29/03 CG17)				
★17427	7Ed. 7/4/98 LAST NM 21/03				36/03
Relocate	Light from 55°04'44"N 130°12'13"W to	55°04'44"N 130°12'11"W			
	(29/03 CG17)				
17428	7Ed. 2/25/95 LAST NM 5/03				36/03
Add	Buoy W Or	55°19'22"N 131°36'40"W			
	Buoy W Or	55°19'31"N 131°39'13"W			
	(29/03 CG17)				
★17430	10Ed. 2/7/98 LAST NM 5/03				36/03
Add	Buoy W Or	55°19'22.0"N 131°36'40.5"W			
	Buoy W Or	55°19'30.8"N 131°39'12.8"W			
	(29/03 CG17)				
★17434	11Ed. 5/6/95 LAST NM 5/03				36/03
Relocate	Light from 54°55'31"N 130°58'35"W to	54°55'26"N 130°58'39"W			
Add	Buoy W Or	55°19'22"N 131°36'40"W			
	Buoy W Or	55°19'31"N 131°39'13"W			
	(Inset Foggy Bay)				
Relocate	Light from 54°55'28.8"N 130°58'35.2"W to	54°55'26.4"N 130°58'39.4"W			
	(29/03 CG17)				
17438	12Ed. 1/28/95 LAST NM 21/03				36/03
Add	Rock which covers and uncovers with drying height 1 meter [K11]	54°21'11"N 130°45'16"W			
	(1(3957)03 Ottawa)				
17445	2Ed. 1/28/95 LAST NM 14/03				36/03
Add	Rock which covers and uncovers with drying height 1 meter [K11]	54°21'11"N 130°45'16"W			
	(1(3957)03 Ottawa)				
17460	Ed. 12/9/88 LAST NM N5/03				N36/03
Relocate	Superbuoy ODAS "46185" from 52°24.4'N 129°47.0'W to	52°25.0'N 129°48.6'W			
	(1(3902)03 Ottawa)				
17472	4Ed. 10/21/95 LAST NM 14/03				36/03
Relocate	Superbuoy ODAS "46185" from 52°24'23"N 129°47'06"W to	52°24'59"N 129°48'37"W			
	(1(3902)03 Ottawa)				
17480	4Ed. 2/3/96 LAST NM 10/03				36/03
Relocate	Superbuoy ODAS "46185" from 52°24.4'N 129°47.1'W to	52°25.0'N 129°48.6'W			
	(1(3902)03 Ottawa)				
17515	7Ed. 7/15/95 LAST NM 16/03				36/03
Delete	Position circles (2) "Ro Trs" in vicinity	49°45'03"N 124°56'48"W			
	(1(3527)03 Ottawa)				
18000	8Ed. 8/21/93 LAST NM 21/03				36/03
Add	Light 2 Fl Y	32°20.7'N 117°04.8'W			
	Light Fl G	32°03.5'N 116°53.1'W			
	(6(IV1, IV3)03 Mexico, D.F.)				
18002	6Ed. 5/13/95 LAST NM N21/03				N36/03
Add	Light 2 Fl Y	32°20.7'N 117°04.8'W			
	Light Fl G	32°03.5'N 116°53.1'W			
	(6(IV1, IV3)03 Mexico, D.F.)				
18020	36Ed. 1/27/01 LAST NM 26/03				36/03
Add	Light 2 Fl Y	32°20.7'N 117°04.8'W			
	Light Fl G	32°03.5'N 116°53.1'W			
	(6(IV1, IV3)03 Mexico, D.F.)				
18022	33Ed. 1/26/02 LAST NM 35/03				36/03
Add	Anchor symbol (large vessels) [N10]	32°21.5'N 117°07.7'W			
	"RESTR. AREA" area [N2.1] bound by shore and purple composite line joining	32°20.2'N 117°03.7'W 32°20.2'N 117°07.0'W 32°23.5'N 117°07.0'W 32°23.5'N 117°05.2'W			
	Light 2 Fl Y 6M	32°20.7'N 117°04.8'W			
	Light Fl G 6M	32°03.5'N 116°53.1'W			
	(5(III), 6(IV1, IV3)03 Mexico, D.F.)				
18400	43Ed. 12/02 LAST NM 32/03				36/03
Change	Characteristic of light to FY	48°37.0'N 123°09.6'W			
	(24/03 CG13)				
18421	45Ed. 12/02 LAST NM 32/03				36/03
Change	Light to FY (Priv)	48°37'02"N 123°09'39"W			
	(24/03 CG13)				

18423	33Ed. 10/02	LAST NM 34/03	36/03
	(Page C)		
Change	Characteristic of light to FY	48°37'02"N 123°09'39"W	
	(Page C, Inset 5)		
Change	Characteristic of light to FY	48°37'02"N 123°09'40"W	
	(24/03 CG13)		
★18433	5Ed. 12/02	LAST NM 32/03	36/03
Change	Characteristic of light to FY	48°37'02"N 123°09'40"W	
	(24/03 CG13)		
18445	29Ed. 2/24/01	LAST NM 34/03	36/03
	(Page B, Inset 6)		
Change	Characteristic of light to FY	47°16'18"N 122°25'09"W	
	Light to "B" FY 11ft (Priv) (PA)	47°15'38"N 122°23'11"W	
	Light to "A" FY 11ft (Priv) (PA)	47°15'30"N 122°22'57"W	
	Light to FY 11ft (Priv)	47°15'14"N 122°22'54"W	
	Light to FY 7ft BELL (Priv) (PA)	47°17'06"N 122°24'39"W	
	(Page C)		
Delete	Characteristic FR from light	47°17'08"N 122°24'39"W	
Change	Legend "2 F Y Lts" to "3 F Y Lts"	47°16'44"N 122°24'27"W	
	(See 25/03-18445)		
	(26/03 CG13)		
18448	32Ed. 8/25/01	LAST NM 34/03	36/03
Change	Light to FY 14ft (Priv)	47°16'18"N 122°25'11"W	
	(26/03 CG13)		
★18453	24Ed. 1/03	LAST NM 25/03	36/03
Change	Characteristic of light to FY	47°16'18.7"N 122°25'09.8"W	
	Characteristic of light "B" to FY	47°15'38.5"N 122°23'10.7"W	
	Characteristic of light "A" to FY	47°15'30.5"N 122°22'57.5"W	
	Characteristic of light to FY	47°15'14.5"N 122°22'54.0"W	
	Characteristic of light to FY	47°17'05.4"N 122°24'41.0"W	
	(26/03 CG13)		
★18471	9Ed. 6/03	NEW EDITION	36/03
Delete	Depth 12 fathoms	48°14'46"N 122°51'58"W	
	(Previously published 30/03)		
	(NOS)		
18474	7Ed. 8/02	LAST NM 34/03	36/03
Change	Light to FY 14ft (Priv)	47°16'19"N 122°25'10"W	
	Light to FY 7ft BELL (Priv) (PA)	47°17'06"N 122°24'39"W	
	(26/03 CG13)		
★18581	17Ed. 9/02	LAST NM 4/03	36/03
Add	Tabulation of controlling depths from Subsection I-2		
	(NOS)		
★18587	68Ed. 8/25/01	LAST NM 27/03	36/03
Add	Tabulation of controlling depths from Subsection I-2		
	(NOS)		
★18588	37Ed. 4/03	LAST NM 22/03	36/03
Add	Tabulation of controlling depths from Subsection I-2		
	(NOS)		
★18652	32Ed. 7/03	NEW EDITION	36/03
	(Page B, Inset 5)		
Change	Buoy to "7" G, Fl G 2.5s	37°48'51"N 122°19'39"W	
	(Previously published 33/03)		
	(Page C)		
Delete	Buoy (mooring) "1"	38°01'40"N 122°25'01"W	

Add	Buoy (mooring) [Q40] "A"	38°01'40"N 122°25'40"W	
	Buoy (mooring) [Q40] "B"	38°01'40"N 122°24'48"W	
	Buoy (mooring) [Q40] "C"	38°01'40"N 122°24'35"W	
	Buoy (mooring) [Q40] "D"	38°01'25"N 122°25'00"W	
	Buoy (mooring) [Q40] "E"	38°01'25"N 122°24'48"W	
	Buoy (mooring) [Q40] "F"	38°01'25"N 122°24'35"W	
	(Previously published 35/03)		
	(Page C, Inset Benicia)		
Delete	"GENERAL ANCH...A)" in vicinity	38°03'20"N 122°10'45"W	
Add	"GENERAL ANCH No 24 110.224 (see note A)" bound by purple solid line joining	38°03'44"N 122°11'34"W	
		38°03'21"N 122°10'43"W	
		38°02'36"N 122°10'03"W	
		38°02'40"N 122°09'55"W	
	(NOS; 31/01 CG11)		
★18685	32Ed. 6/03	NEW EDITION	36/03
Change	Visibility (range) of light "2" to 4M	36°48'21"N 121°47'21"W	
	(Previously published 35/03)		
	(Inset Moss...Harbor)		
Change	Visibility (range) of light "2" to 4M	36°48'21"N 121°47'22"W	
	(Previously published 35/03)		
	(NOS)		
18760	6Ed. 9/5/98	LAST NM N35/03	N36/03
Add	Pilot station symbol with legend "PEMEX"	32°21.5'N 117°08.5'W	
	[T1.2]		
	Anchorage symbol (large vessels) [N10]	32°21.5'N 117°07.7'W	
	"RESTR. AREA" area [N2.1] bound by shore and purple composite line joining	32°20.2'N 117°03.7'W	
		32°20.2'N 117°07.0'W	
		32°23.5'N 117°07.0'W	
		32°23.5'N 117°05.2'W	
	Light 2 Fl Y 6M	32°20.7'N 117°04.8'W	
	Light Fl G 6M	32°03.5'N 116°53.1'W	
	(5(III), 6(IV1, IV3)03 Mexico, D.F.)		
18766	7Ed. 11/26/83	LAST NM 27/03	36/03
Add	Pilot station symbol with legend "PEMEX"	32°21.5'N 117°07.7'W	
	[T1.2]		
	"TANKER ANCH." area [N12.5] bound by purple dashed line joining	32°20.7'N 117°08.4'W	
		32°22.3'N 117°08.4'W	
		32°22.3'N 117°06.9'W	
		32°20.7'N 117°06.9'W	
	"RESTRICTED AREA" area [N2.1] bound by shore and purple composite line joining	32°20.2'N 117°03.9'W	
		32°20.2'N 117°06.9'W	
		32°23.5'N 117°06.9'W	
		32°23.5'N 117°05.6'W	
	Light 2 Fl Y 30s 26ft 6M	32°20.7'N 117°04.8'W	
	Light Fl G 5s 30ft 6M	32°03.5'N 116°53.1'W	
	(5(III), 6(IV1, IV3)03 Mexico, D.F.)		
18768	4Ed. 3/11/95	LAST NM N27/03	N36/03
Add	Pilot station symbol with legend "PEMEX"	32°21.5'N 117°07.7'W	
	[T1.2]		
	"TANKER ANCH." area [N12.5] bound by purple dashed line joining	32°20.7'N 117°08.5'W	
		32°22.3'N 117°08.5'W	
		32°22.3'N 117°07.0'W	
		32°20.7'N 117°07.0'W	
	"RESTRICTED AREA" area [N2.1] bound by shore and purple composite line joining	32°20.2'N 117°03.9'W	
		32°20.2'N 117°07.0'W	
		32°23.5'N 117°07.0'W	
		32°23.5'N 117°05.6'W	

(continued on next page)

SECTION I

NM 36/03

18768	(Continued)				
	Light 2 Fl Y 30s 26ft 6M	32°20.7'N	117°04.8'W		
	Light Fl G 5s 30ft 6M	32°03.5'N	116°53.1'W		
	(5(III), 6(IV1, IV3)03 Mexico, D.F.)				
19340	26Ed. 12/2/00 LAST NM 30/03			36/03	
	Change Buoy to "H" RW, ball topmark, Mo(A) Racon				
	(---)	21°16.8'N	157°52.8'W		
	(29/03 CG14)				
19357	22Ed. 8/02 LAST NM 30/03			36/03	
	Change Buoy to "H" RW, ball topmark, Mo(A) Racon				
	(---)	21°16'50"N	157°52'45"W		
	(29/03 CG14)				
★19369	5Ed. 7/8/00 LAST NM 10/03			36/03	
	Change Buoy to "H" RW, ball topmark, Mo(A) Racon				
	(---)	21°16'49.5"N	157°52'48.0"W		
	(29/03 CG14)				
21008	62Ed. 12/5/98 LAST NM 2/03			36/03	
	Add Dangerous wreck [K28] (PA)	30°15.8'N	112°52.4'W		
	(2/02 Mexico, D.F.)				
21125	13Ed. 5/25/91 LAST NM 52/02			36/03	
	Add Buoy Y can, Fl Y 2s (Priv)	24°15'40.0"N	110°19'47.5"W		
	Buoy Y can, Fl Y 2s (Priv)	24°15'46.7"N	110°19'49.3"W		
	(6(IV5)03 Mexico, D.F.)				
21140	1Ed. 7/9/88 LAST NM 27/03			36/03	
	Add Pilot station symbol with legend "PEMEX"				
	[T1.2]	32°21.5'N	117°07.7'W		
	"TANKER ANCH." area [N12.5] bound by				
	purple dashed line joining	32°20.7'N	117°08.5'W		
		32°22.3'N	117°08.5'W		
		32°22.3'N	117°07.0'W		
		32°20.7'N	117°07.0'W		
	"RESTRICTED AREA" area [N2.1] bound by				
	shore and purple composite line joining	32°20.2'N	117°03.5'W		
		32°20.2'N	117°07.0'W		
		32°23.5'N	117°07.0'W		
		32°23.5'N	117°05.1'W		
	Light 2 Fl Y 30s 8m 6M	32°20.7'N	117°04.8'W		
	Light Fl G 5s 9m 6M	32°03.5'N	116°53.1'W		
	(5(III), 6(IV1, IV3)03 Mexico, D.F.)				
21482	1Ed. 11/6/93 LAST NM 5/94			36/03	
	Add Stranded wreck [K24]	14°17'58.4"N	91°54'08.8"W		
	(BA CH 659)				
21603	9Ed. 3/20/99 LAST NM 31/03			36/03	
	Delete Buoy "D"	8°57'34.8"N	79°33'55.4"W		
	(NTM0007/2002)				
25485	45Ed. 12/17/94 LAST NM 26/02			36/03	
	(Plan A)				
	Add Range light, front QG	13°06'31.2"N	59°37'40.9"W		
	Range light, rear QG	13°06'31.4"N	59°37'34.2"W		
	Range line extending in 268° direction from				
	above rear range light				
	dashed for 380 meters, thence				
	solid for 1020 meters				
	Legend "088°" along above range line				
		13°06'31.3"N	59°38'18.0"W		
	(28(2945)03 Taunton)				
25487	2Ed. 10/29/94 LAST NM 26/02			36/03	
	Delete Depth 7.2 meters	13°06'27.0"N	59°37'49.3"W		
	Depth 14.1 meters	13°06'18.0"N	59°37'53.2"W		
	Depth 13.5 meters	13°06'12.6"N	59°37'49.9"W		
	Depth 9.7 meters, blue tint and enclosing				
	depth contour (10-meter)	13°06'11.9"N	59°37'55.3"W		
	Depth 12.9 meters	13°06'11.2"N	59°37'47.6"W		
	Depth 8 meters	13°06'06.0"N	59°37'44.0"W		
	Add "Being Reclaimed (2003)" area [F31] with land				
	tint bound by shore and dashed line joining	13°06'23.5"N	59°37'47.8"W		
		13°06'25.8"N	59°37'48.1"W		
		13°06'31.2"N	59°37'40.9"W		
		13°06'30.0"N	59°37'39.9"W		
	Range light, front QG	13°06'31.2"N	59°37'40.9"W		
	Range light, rear QG	13°06'31.4"N	59°37'34.2"W		
	Range line extending in 268° direction from				
	above rear range light				
	dashed for 380 meters, thence				
	solid for 800 meters				
	Legend "Lts in line 088°" along above range				
	line	13°06'31.1"N	59°38'00.0"W		
	Buoy R, can	13°06'35.4"N	59°37'54.6"W		
	Buoy R, conical	13°06'28.1"N	59°38'06.7"W		
	Depth 12.3 meters	13°06'20.0"N	59°37'52.1"W		
	Depth 11.9 meters	13°06'05.1"N	59°37'43.8"W		
	(28(2945)03 Taunton)				
29107	2Ed. 7/18/98 LAST NM 29/03			36/03	
	Add Dangerous submerged rock [K13] (PA)				
		60°29.1'S	46°15.9'W		
	(28(3044)03 Taunton)				
37025	26Ed. 8/9/97 LAST NM 34/03			36/03	
	Add Depth 69 meters Wks [K26]	47°45.3'N	4°26.1'W		
	(11(33)03 Brest)				
37320	16Ed. 9/6/97 LAST NM 24/03			36/03	
	Add Depth 69 meters Wk [K26]	47°45'20"N	4°26'06"W		
	(11(33)03 Brest)				
37326	2Ed. 5/3/97 LAST NM 21/03			36/03	
	Add Depth 4.8 meters Obstns [K41]	48°23'35.4"N	4°30'03.3"W		
	Depth 2.3 meters	48°23'27.6"N	4°29'52.5"W		
	(11(32)03 Brest)				
37360	15Ed. 6/22/96 LAST NM 31/03			36/03	
	Add Depth 69 meters Wk [K26]	47°45.3'N	4°26.1'W		
	(11(33)03 Brest)				
37400	(INT 1803) 10Ed. 3/12/88 LAST NM 34/03			36/03	
	Delete "PROHIBITED AREA" centered	46°11.2'N	1°51.0'W		
	(See 34/03-37400)				
	Substitute Depth 5.9 meters Wk [K26] for				
	dangerous wreck	46°02.4'N	1°12.1'W		
	(11(34, 35)03 Brest)				
37401	9Ed. 1/31/98 LAST NM 31/03			36/03	
	Add Depth 5.9 meters Wk [K26]	46°02'22.8"N	1°12'05.4"W		
	(11(35)03 Brest)				
37461	9Ed. 7/8/00 LAST NM 25/03			36/03	
	(Plan)				
	Add Chartlet A, depicting changes in hydrography,				
	topography and aids to navigation, from				
	Subsection I-2	43°22'00.0"N	3°04'24.0"W		
	Chartlet B, depicting changes in hydrography,				
	topography and aids to navigation, from				
	Subsection I-2	43°20'54.0"N	3°01'54.0"W		
	(Spn CH 3941)				
43160	6Ed. 3/15/97 LAST NM 35/03			36/03	
	Change Characteristic of light to Fl(2) WRG	67°15.8'N	14°14.4'E		
	(BA LL)				
43167	5Ed. 11/2/96 LAST NM 18/99			36/03	
	Change Characteristic of light to Fl(2) WRG 4s	67°15'46"N	14°14'05"E		
	(BA LL)				

43168 2Ed. 9/19/98 LAST NM 52/98 36/03
 Change Characteristic of light to Fl(2) WRG 4s
 67°15'46.5"N 14°14'02.5"E
 (BA LL)

43204 4Ed. 6/18/94 LAST NM 48/98 36/03
 Change Characteristic of light to Iso WRG 6s
 65°20'46"N 12°01'47"E
 Characteristic of light to Oc WRG 6s
 65°26'24"N 12°09'45"E
 Visibility (range) of light to 6M 65°26'54"N 11°43'26"E
 Light to Oc WRG 6s 25ft 9-6M 65°20'46"N 12°01'47"E
 Visibility (range) of light to 2M 65°28'50"N 12°12'54"E
 (BA LL)

44313 1Ed. 4/11/87 LAST NM 47/02 36/03
 Substitute Range light, front QY 3m 4M for beacon
 60°57.30'N 21°08.10'E
 Range light, rear L Fl Y 6s 16m 5M for beacon
 60°56.60'N 21°07.80'E
 Change Light to Q(2) WRG 6s 8m 6M 60°57.20'N 21°09.40'E
 Light to Iso 6s 20m 6M 60°59.10'N 21°12.58'E
 Visibility (range) of light to 17M 61°08.64'N 21°18.17'E
 and add Ra Ref [S4]
 Range light, front to 2 QG 13m 10/3M
 61°07.10'N 21°25.75'E
 Range light, rear to L Fl G 6s 41m 10M
 61°07.30'N 21°26.90'E
 (Plan)
 Change Visibility (range) of light to 17M
 61°08'38.5"N 21°18'10.0"E
 and add Ra Ref [S4]
 Range light, front to Q 10M 61°08'40.0"N 21°18'20.0"E
 Characteristic of range light, rear to Q
 61°08'35.5"N 21°18'05.0"E
 Range light, rear to Iso WRG 3s 9m 3M
 61°08'30.5"N 21°18'22.0"E
 Note: Sectors remain unchanged
 Range light, front to 2 QG 13m 10/3M with
 visible sector 064°30'-072°30' 61°07'06.0"N 21°25'45.0"E
 Range light, rear to L Fl G 6s 41m 10M with
 visible sector 064°30'-072°30' 61°07'18.0"N 21°26'52.0"E
 (See 47/02-44313)
 (BA LL)

44444 6Ed. 5/15/99 LAST NM 35/03 36/03
 (Plan B)
 Relocate Buoy "3" from 55°43'25.3"N 21°05'37.4"E to
 55°43'24.1"N 21°05'34.5"E
 Buoy "5" from 55°43'02.5"N 21°06'19.5"E to
 55°43'02.5"N 21°05'15.3"E
 (See 34/03-44444)
 (10(1275)01 St. Petersburg)

44461 10Ed. 1/11/97 LAST NM 31/03 36/03
 Delete Legend "2 Buoys" from buoy (mooring)
 54°40.0'N 19°45.5'E
 (12(1557)01 St. Petersburg)

51013 4Ed. 3/23/85 LAST NM 33/03 36/03
 Add Depth 16 fathoms (SD) 37°59.6'N 8°52.7'W
 (Cancels 33/03-51013)
 (7(187)03 Lisboa)

51146 3Ed. 2/4/95 LAST NM 5/03 36/03
 Delete "ANCHORING PROHIBITED" area bound by
 shore and purple composite line joining
 38°28'15.8"N 8°52'07.6"W
 38°28'24.6"N 8°52'52.8"W
 38°28'45.6"N 8°52'13.8"W
 38°28'37.8"N 8°52'27.6"W
 (See 42/02-51146)
 Add "ANCHORING PROHIBITED" area bound by
 shore and purple composite line joining
 38°28'15.8"N 8°52'07.6"W
 38°28'24.6"N 8°51'52.8"W

(16(226)99 Lisboa)
 38°28'45.6"N 8°52'13.8"W
 38°28'37.8"N 8°52'27.6"W

52086 2Ed. 8/5/95 LAST NM 14/03 36/03
 Delete Light 39°58'06"N 0°01'22"E
 Add "ANCHORING PROHIBITED" area [N20]
 bound by shore and purple composite line
 joining 39°58'10"N 0°01'42"E
 39°58'10"N 0°02'45"E
 39°59'06"N 0°03'30"E
 39°59'06"N 0°01'36"E

(Plan A)
 Add Chartlet, depicting changes in hydrography,
 topography and aids to navigation, from
 Subsection I-2 39°58'00.0"N 0°01'15.0"E
 Purple composite line (anchoring prohibited
 limit) joining 39°58'07.5"N 0°02'02.0"E
 39°58'07.5"N 0°03'25.0"E
 39°58'40.0"N 0°03'52.0"E
 (24(331), 39(521)00, 25(485)01, 5(63)02, 6(108)03 Cadiz;
 Spn CH 4821)

53060 14Ed. 9/30/89 LAST NM 31/03 36/03
 Add Depth 34 meters Wk [K26] 42°59.6'N 6°16.4'E
 (42(23)00 Brest)

54400 8Ed. 6/2/90 LAST NM 30/03 36/03
 Add Light Fl G 5s 5M 37°08.0'N 27°20.9'E
 (44(202)02 Istanbul)

54403 4Ed. 6/14/86 LAST NM 30/03 36/03
 Add Light Fl G 5s 32ft 5M 37°07'45"N 27°20'44"E
 (44(202)02 Istanbul; BA LL)

54421 6Ed. 3/17/01 LAST NM 47/02 36/03
 Change Visibility (range) of light to 10M 36°32'42"N 29°00'36"E
 (39(182)02 Istanbul)

54430 1Ed. 8/21/93 LAST NM 43/02 36/03
 Change Visibility (range) of light to 10M 36°32.7'N 29°00.6'E
 (39(182)02 Istanbul)

55001 (INT 310) 4Ed. 1/21/95 LAST NM 33/03 36/03
 Add Light Fl 19M 44°29.4'N 33°33.3'E
 (9(1135)01 St. Petersburg)

55040 4Ed. 7/31/99 LAST NM 35/03 36/03
 Add Depth 11.7 meters 40°58.1'N 28°42.5'E
 (40(184)02 Istanbul)

55046 4Ed. 11/30/96 LAST NM 35/03 36/03
 Add Depth 11.7 meters 40°58'07"N 28°42'28"E
 (40(184)02 Istanbul)

55085 9Ed. 9/21/96 LAST NM 33/03 36/03
 Add Buoy Y, pillar, "X" topmark, Fl Y 5s 46°25.2'N 31°01.2'E
 (17(2547)03 St. Petersburg)

55102 3Ed. 8/10/96 LAST NM 32/03 36/03
 Add Buoy Y, pillar, "X" topmark 46°31'56"N 31°58'32"E
 (17(2548)03 St. Petersburg)

55103 2Ed. 4/6/96 LAST NM 35/03 36/03
 Delete Double solid line and land tint in vicinity
 44°36'29.0"N 33°31'58.0"E
 Add Pilot station symbol [T1.1] 44°37'08.2"N 33°24'05.0"E
 Depth 9.3 meters Obstn [K41] 44°37'17.7"N 33°30'28.9"E
 Depth 15.4 meters Obstn [K41] 44°37'27.5"N 33°30'41.3"E
 Buoy (mooring) [Q40] 44°36'18.1"N 33°28'12.1"E
 Buoy (mooring) [Q40] 44°35'56.5"N 33°31'39.1"E
 Buoy (mooring) [Q40] 44°36'56.1"N 33°34'12.3"E
 Buoy (mooring) [Q40] 44°36'49.1"N 33°32'00.5"E
 (7(761-763), 24(3473)01, 17(2549)03 St. Petersburg)

NM 36/03

I-1.7

74012	10Ed. 5/27/95	LAST NM 27/03	36/03
Delete	Dashed line and legend "080°-260°" between		
	10°46.7'S	130°10.0'E	
	10°58.5'S	129°02.5'E	
	Dashed line and legend "146°-326°" between		
	10°30.0'S	128°42.5'E	
	10°59.5'S	129°03.0'E	
	Dashed line and legend "136°30'-316°30'" between		
	10°59.5'S	129°03.0'E	
	11°54.5'S	129°55.0'E	
	Dashed line and legend "121°40'-301°40'" between		
	10°30.0'S	127°37.0'E	
	11°54.5'S	129°55.0'E	
	Dashed line and legend "119°-299°" between		
	11°54.5'S	129°55.0'E	
	12°13.0'S	130°29.5'E	
	Dashed line between		
	12°16.0'S	130°26.5'E	
	12°15.0'S	130°20.0'E	
	Dashed line and legend "086°15'-266°15'" between		
	12°15.0'S	130°20.0'E	
	12°31.5'S	126°03.0'E	
	Dashed line and legend "080°-260°" between		
	12°15.0'S	130°20.0'E	
	12°59.5'S	125°58.0'E	
	Dashed line and legend "063°-243°" between		
	12°59.5'S	125°58.0'E	
	14°14.0'S	123°30.0'E	
	Dashed line and legend "082°-262°" between		
	14°14.0'S	123°30.0'E	
	14°30.0'S	121°30.0'E	
	Dashed line and legend "050°30'-230°30'" between		
	13°12.0'S	125°34.5'E	
	15°14.0'S	123°03.0'E	
	Dashed line and legend "038°30'-218°30'" between		
	13°12.0'S	125°34.5'E	
	15°14.9'S	123°54.4'E	
	Dashed line between		
	15°14.9'S	123°54.4'E	
	15°20.4'S	123°54.4'E	
	Dashed line and legend "022°30'-203°30'" between		
	14°14.0'S	123°30.0'E	
	15°14.0'S	123°03.0'E	
	Dashed line and legend "180°-000°" between		
	15°14.0'S	123°03.0'E	
	15°45.3'S	123°03.0'E	
	Dashed line and legend "050°-230°" between		
	15°45.3'S	123°03.0'E	
	16°12.5'S	122°29.5'E	
	Dashed line and legend "058°-238°" between		
	16°12.5'S	122°29.5'E	
	17°00.0'S	121°10.5'E	
	(13(427)03 Wollongong)		
74015	10Ed. 10/21/95	LAST NM 31/03	36/03
Delete	Dashed line and legend "121°40'-301°40'" between		
	9°58.0'S	126°45.0'E	
	11°54.5'S	129°55.0'E	
	Dashed line and legend "152°-332°" between		
	9°50.0'S	128°16.0'E	
	10°00.0'S	128°21.4'E	
	Dashed line and legend "146°-326°" between		
	10°00.0'S	128°21.4'E	
	11°00.0'S	129°04.0'E	
	Dashed line and legend "136°30'-316°30'" between		
	11°00.0'S	129°04.0'E	
	11°54.5'S	129°55.0'E	
	Dashed line and legend "119°-299°" between		
	11°54.5'S	129°55.0'E	
	12°20.0'S	130°40.0'E	

Dashed line and legend "086°15'-266°15'" between			
	12°15.0'S	130°20.0'E	
	12°31.5'S	126°03.0'E	
Dashed line and legend "080°-260°" between			
	12°15.0'S	130°20.0'E	
	13°00.0'S	125°58.0'E	
Dashed line and legend "063°-243°" between			
	12°28.0'S	127°00.0'E	
	14°14.0'S	123°29.0'E	
Dashed line and legend "082°-262°" between			
	14°14.0'S	123°29.0'E	
	14°29.0'S	121°28.0'E	
Dashed line and legend "050°30'-230°30'" between			
	13°12.0'S	125°34.0'E	
	15°15.3'S	123°03.0'E	
Dashed line and legend "023°30'-203°30'" between			
	14°14.0'S	123°29.0'E	
	15°15.3'S	123°03.0'E	
Dashed line and legend "180°-000°" between			
	15°15.3'S	123°03.0'E	
	15°45.2'S	123°03.0'E	
Dashed line and legend "050°-230°" between			
	15°45.2'S	123°03.0'E	
	16°12.1'S	122°29.5'E	
Dashed line and legend "058°-238°" between			
	16°12.1'S	122°29.5'E	
	17°07.0'S	120°59.0'E	
Add	Legend "086°18'-266°18'"	12°31.0'S	125°47.0'E
(13(427)03 Wollongong)			

74024	7Ed. 6/24/95	LAST NM 44/02	36/03
Delete	R Bn (AERO)		
	(See 50/98-74024)	24°53.3'S	113°40.1'E
	(BA RA)		

74186	7Ed. 10/3/98	LAST NM 30/03	36/03
Change	Legend to "Lights in line 107°42'"		
		27°26'38.5"S	153°04'19.0"E
	(Plan D)		
Change	Legend to "Lights in line 107°42'"		
		27°26'36.0"S	153°04'09.0"E
	(13(422)03 Wollongong)		

74230	7Ed. 8/26/95	LAST NM 7/03	36/03
Change	Light to Fl 4s 27m 10M and delete sector limits		
	(13(424)03 Wollongong)	20°02.0'S	148°17.6'E

74231	7Ed. 5/30/98	LAST NM 21/03	36/03
Delete	(Plan C)		
	Light and sector limits	20°01'58.8"S	148°17'34.1"E
Add	Light Fl 4s 27m 10M	20°01'56.3"S	148°17'37.5"E
	(13(424)03 Wollongong)		

74465	2Ed. 3/19/94	LAST NM 9/03	36/03
Delete	Dashed line and legend "038°30'-218°30'" between		
		14°50.0'S	124°15.3'E
		15°15.6'S	123°54.4'E

Dashed line and legend "000°-180°" between			
	15°15.6'S	123°54.4'E	
	15°37.7'S	123°54.4'E	

Dashed line and legend "052°-232°" between			
	15°37.7'S	123°54.4'E	
	15°51.7'S	123°36.0'E	

Dashed line and legend "005°-185°" between			
	15°51.7'S	123°36.0'E	
	16°02.6'S	123°34.9'E	

(continued on next page)

74465	(Continued)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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95267 5Ed. 8/18/84 LAST NM 26/03 36/03
 Change Visibility (range) of light (Fl R) to 5M 37°23'57"N 136°54'28"E
 (18(667)03 Tokyo)

95270 4Ed. 11/9/91 LAST NM 26/03 36/03
 Change Visibility (range) of light (Fl R) to 5M 37°24.0'N 136°54.5'E

Light to Fl(2) R 5M, Fl(2) G 5M 37°26.1'N 137°18.4'E
 Visibility (range) of light to 3M 37°17.5'N 137°13.1'E
 Visibility (range) of light to 5M 37°04.2'N 136°59.8'E
 Visibility (range) of light to 3M 37°05.9'N 137°03.4'E
 Light to Fl R 3s 3M 37°03.9'N 137°03.4'E
 Light to Fl(2) R 5s 5M 37°02.1'N 137°03.0'E
 (18(667, 668, 670-672)03 Tokyo)

95271 4Ed. 2/7/98 LAST NM 26/03 36/03
 Change Light to Fl(2) R 5s 10m 5M 37°02'18.0"N 137°02'51.0"E
 (18(672)03 Tokyo)

95274 3Ed. 5/18/91 LAST NM 28/03 36/03
 Delete Light and sector limits 37°25'40"N 138°35'48"E
 (18(673)03 Tokyo)

95281 15Ed. 1/17/98 LAST NM 14/03 36/03
 (Plan A)
 Relocate Buoy "G" from 35°40'09.3"N 136°04'06.1"E
 to 35°40'12.1"N 136°04'08.5"E
 Buoy "H" from 35°40'04.1"N 136°04'10.2"E
 to 35°40'05.6"N 136°04'12.3"E
 (See 7/03-95281)
 (18(666)03 Tokyo)

96036 2Ed. 7/27/85 LAST NM 20/01 36/03
 Delete Dashed-line circle and legend "Subm buoy (cov 22fms)" 65°46.7'N 168°34.8'W
 Change Legend to "Subm buoy (cov 24fms)" 66°19.6'N 168°58.0'W
 Add Dashed-line circle with legend "Subm buoy (cov 23fms)" 65°46.8'N 168°34.5'W
 Dashed-line circle with legend "Subm buoy (cov 20fms)" 65°44.7'N 168°15.8'W
 (NTM0022/2003)

96660 4Ed. 11/26/94 LAST NM 20/01 36/03
 Change Legend to "Subm buoy (cov 45m)" 66°19.6'N 168°58.0'W
 (NTM0022/2003)

97163 14Ed. 9/2/95 LAST NM 14/03 36/03
 Add Position circle "Y Lt" 35°02'26.7"N 138°31'14.2"E
 Position circle "Y Lt" 35°02'18.7"N 138°31'01.1"E
 (18(677)03 Tokyo)

97251 4Ed. 2/14/98 LAST NM 17/03 36/03
 Add Depth 9.9 meters enclosed by depth contour (10-meter) 33°56'11.9"N 131°13'51.5"E
 Depth 9.8 meters enclosed by depth contour (10-meter) 33°56'12.3"N 131°14'01.0"E
 Depth 8.3 meters enclosed by depth contour (10-meter) 33°56'39.0"N 131°14'05.1"E
 Depth 8.7 meters enclosed by depth contour (10-meter) 33°56'44.2"N 131°14'04.2"E
 (See 10, 17/03-97251)
 (30(1183)03 Tokyo)

97285 6Ed. 7/26/97 LAST NM 17/03 36/03
 Change Visibility (range) of light to 13M 33°57'42.0"N 130°57'14.0"E
 Visibility (range) of light to 13M 33°57'40.0"N 130°57'08.0"E
 (16(598)03 Tokyo)

97286 6Ed. 7/19/97 LAST NM 35/03 36/03
 Change Visibility (range) of light to 13M 33°57'42.0"N 130°57'14.0"E
 Visibility (range) of light to 13M 33°57'40.0"N 130°57'08.0"E
 (16(598)03 Tokyo)

97340 8Ed. 4/5/97 LAST NM 22/03 36/03
 Change Visibility (range) of light to 3M 31°44.2'N 131°28.1'E
 (16(601)03 Tokyo)

97390 5Ed. 8/9/97 LAST NM 16/03 36/03
 Change Visibility (range) of light to 3M 32°39'28"N 129°45'34"E
 (16(599)03 Tokyo)

97421 13Ed. 3/30/96 LAST NM 26/03 36/03
 Add Chartlet A, depicting changes in hydrography, from Subsection I-2 33°38'18.0"N 130°20'06.0"E
 Chartlet B, depicting changes in hydrography, from Subsection I-2 33°38'18.0"N 130°22'00.0"E
 Chartlet C, depicting changes in hydrography, from Subsection I-2 33°39'00.0"N 130°23'38.0"E
 (See 20/99, 19/01-97421)
 (40(1532)01, 11(343), 28(957), 29(999)02, 1(14), 8(260), 12(402), 13(463), 17(643)03 Tokyo; Jpn CH W1227)

97423 2Ed. 5/25/96 LAST NM 26/03 36/03
 Add Chartlet A, depicting changes in hydrography, from Subsection I-2 33°38'18.0"N 130°20'09.0"E
 Chartlet B, depicting changes in hydrography, from Subsection I-2 33°38'20.0"N 130°22'00.0"E
 Chartlet C, depicting changes in hydrography, from Subsection I-2 33°39'00.0"N 130°23'39.0"E
 (See 20/99, 19/01, 25/01-97423)
 (40(1532)01, 11(343), 28(957), 29(999)02, 1(14), 8(260), 12(402), 13(463), 17(643)03 Tokyo; Jpn CH W1227)

800744 1Ed. 9/24/88 LAST NM N16/03 N36/03
 Change Buoy to "H" RW, ball topmark, Mo(A) Racon (---) 21°16'50"N 157°52'47"W
 (29/03 CG14)

805118 3Ed. 1/23/99 LAST NM N12/03 N36/03
 Relocate Range light, front from 15°13'45"N 145°44'22"E to 15°13'46"N 145°44'26"E
 Range light, rear from 15°13'46"N 145°44'51"E to 15°13'46"N 145°44'59"E
 Change Legend to "Lights in line 088°24'" 15°13'42"N 145°41'44"E
 (29, 31/03 CG14)

Chart 37461 (Plan)

(A)

NM 36/03

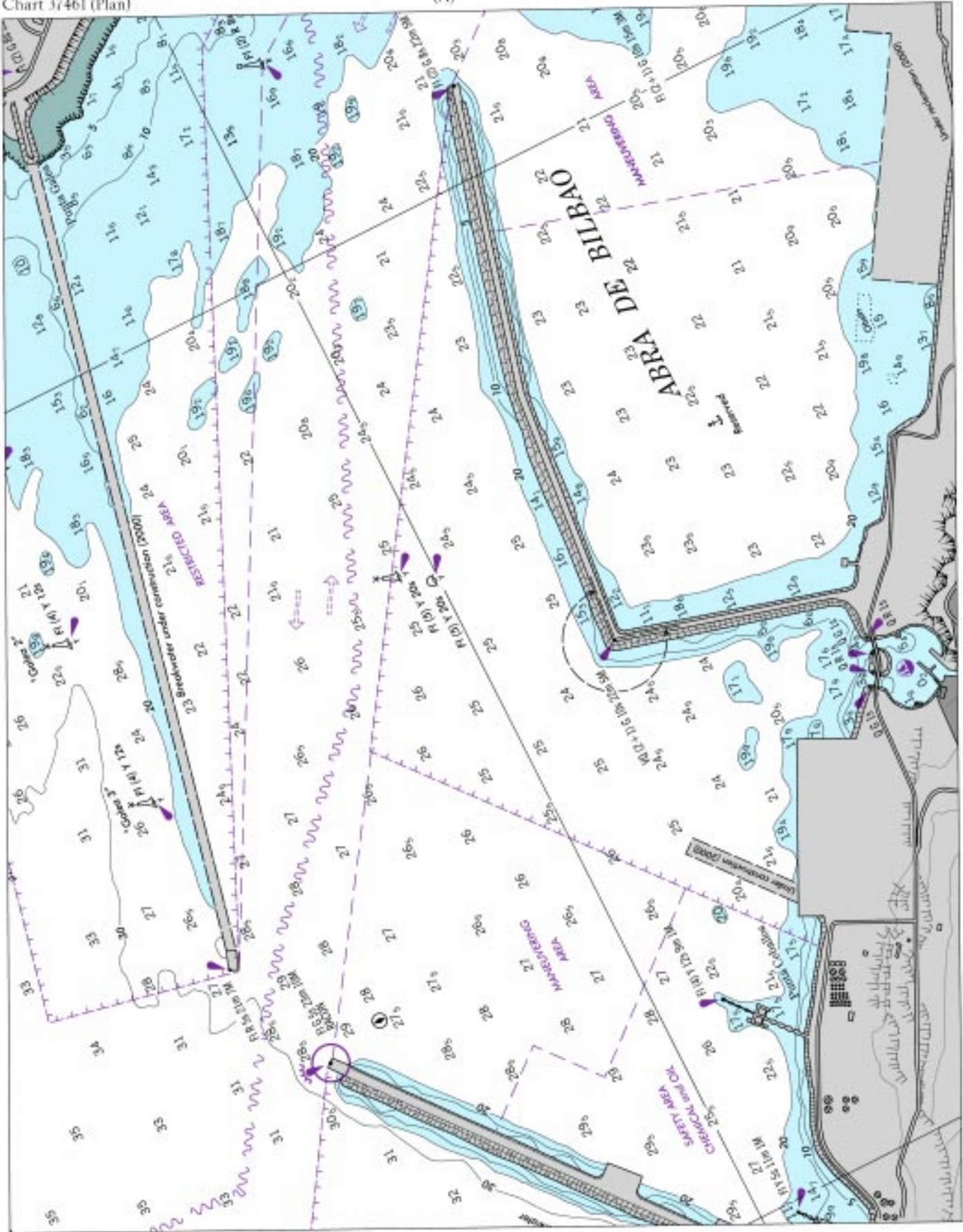


Chart 37461 (Plan)

(B)

NM 36/03

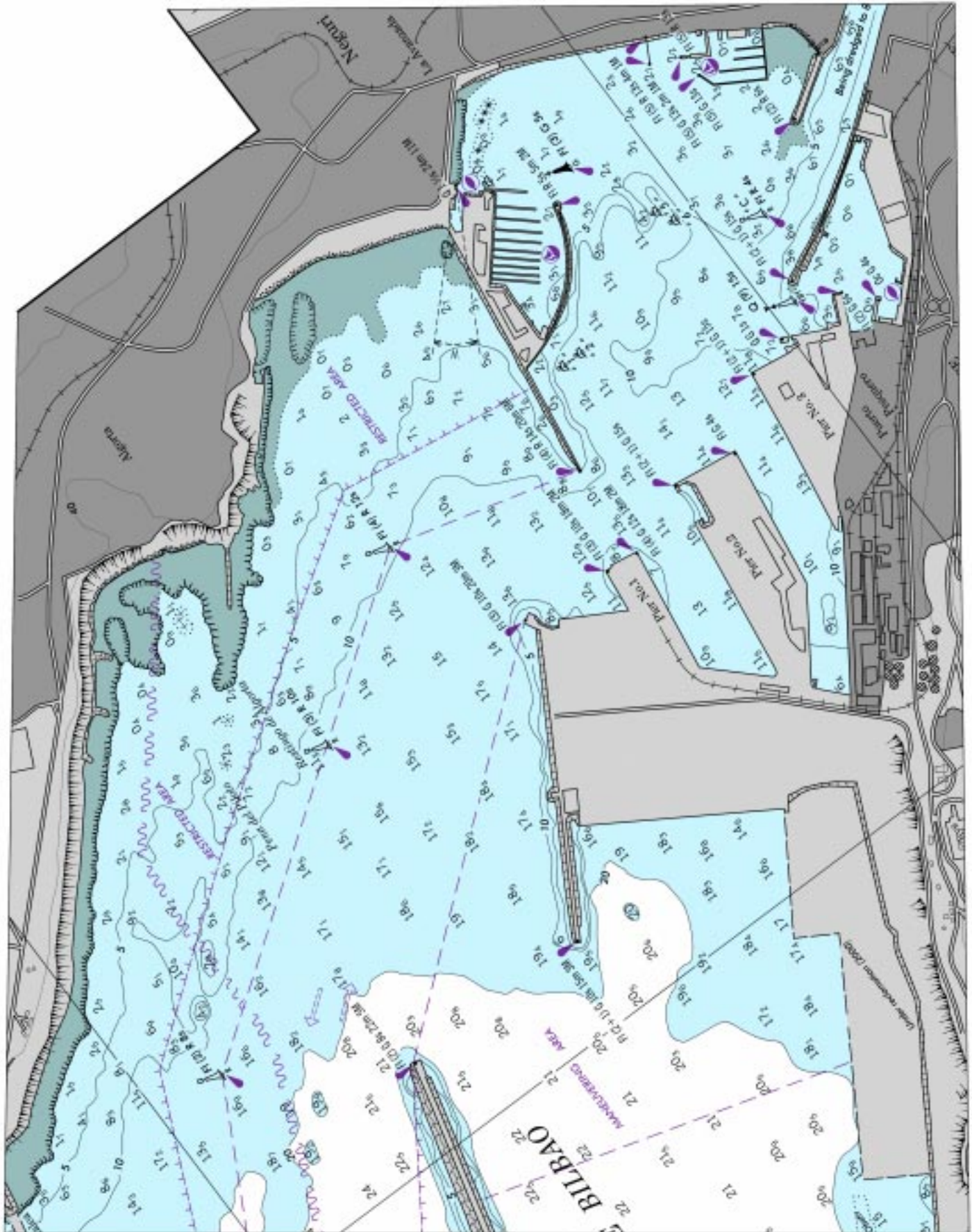
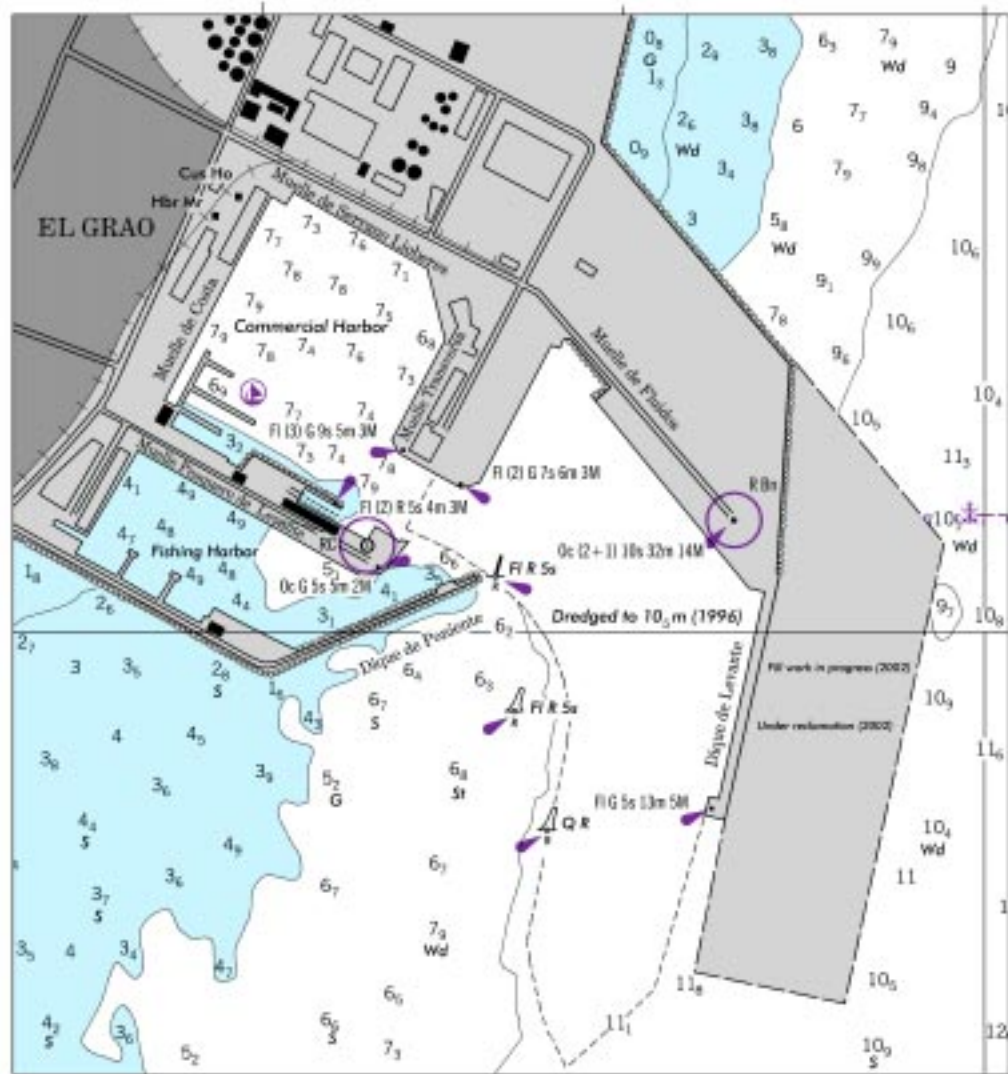
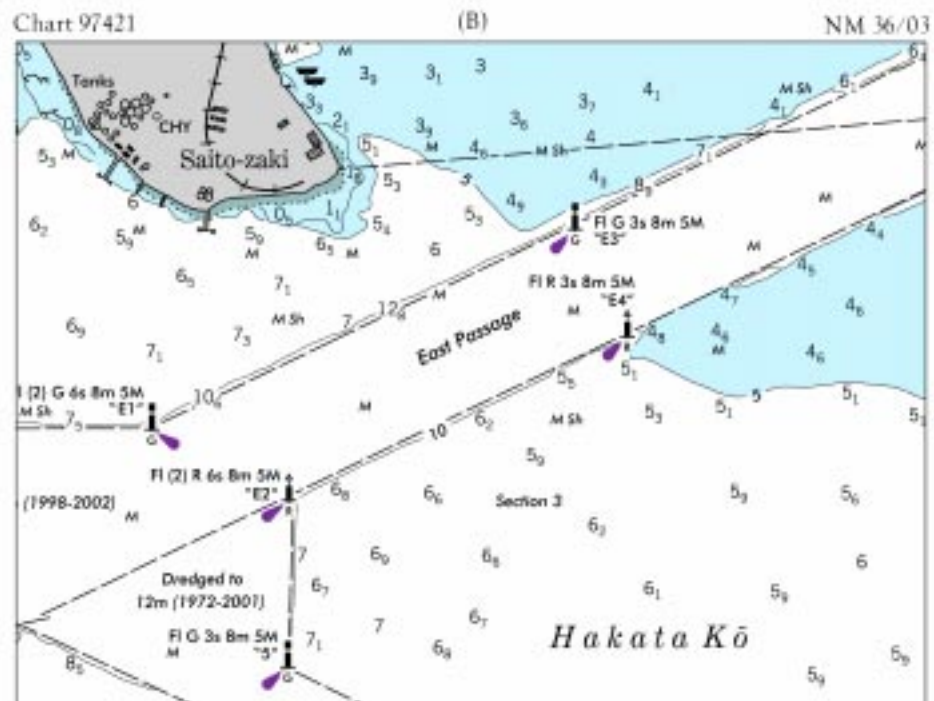
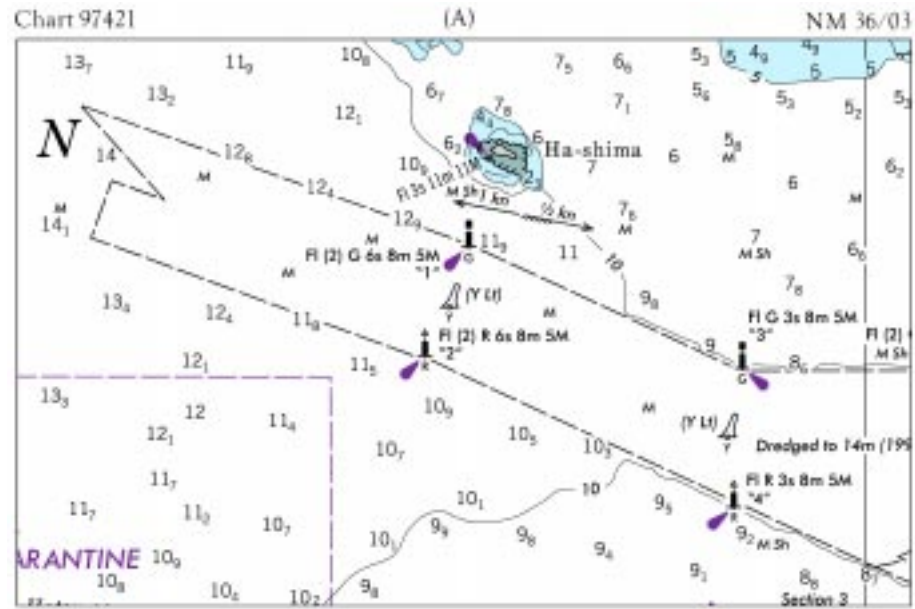


Chart 52086 (Plan A)

NM 36/03







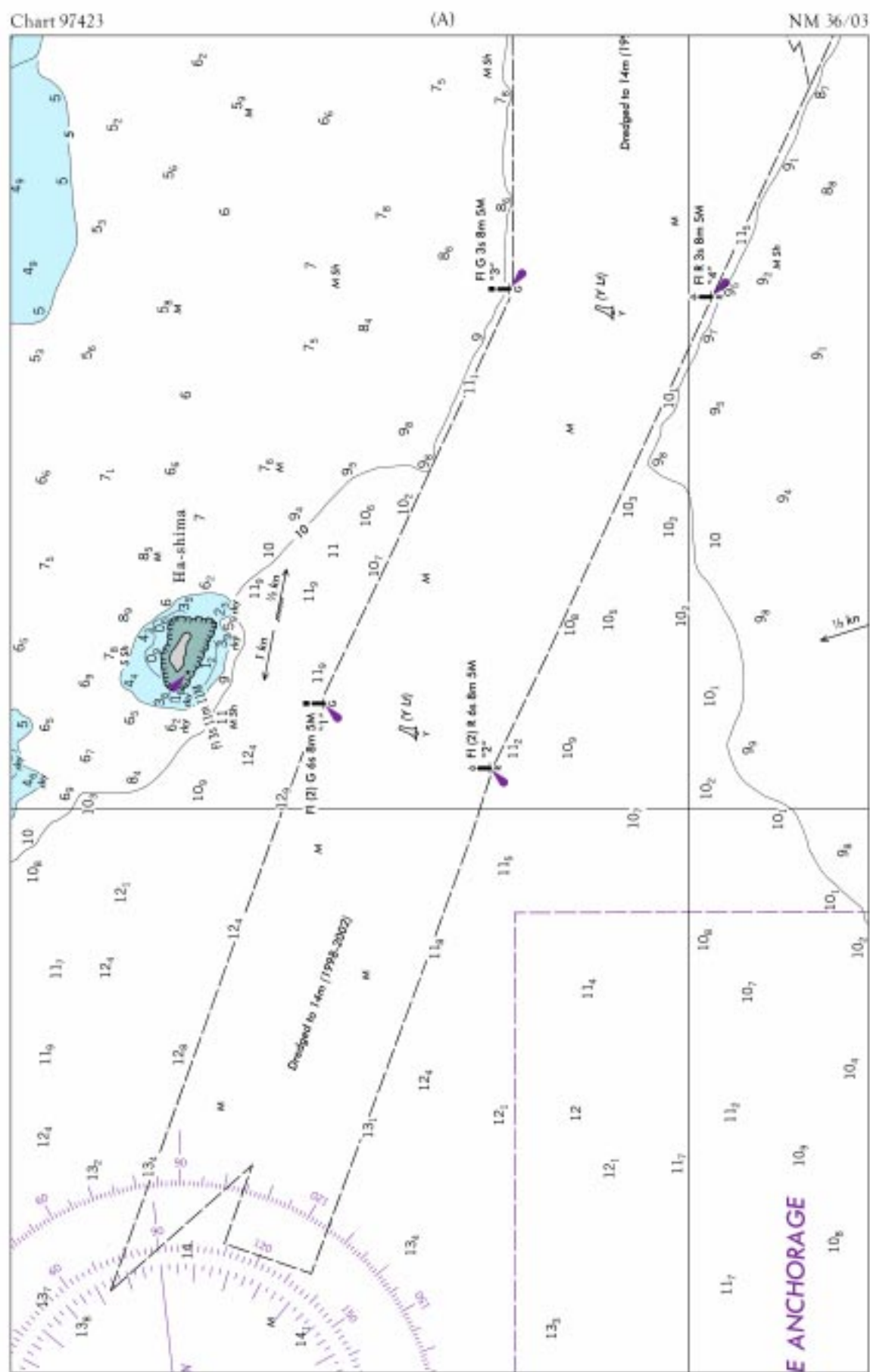


Chart 97423

(B)

NM 36/03

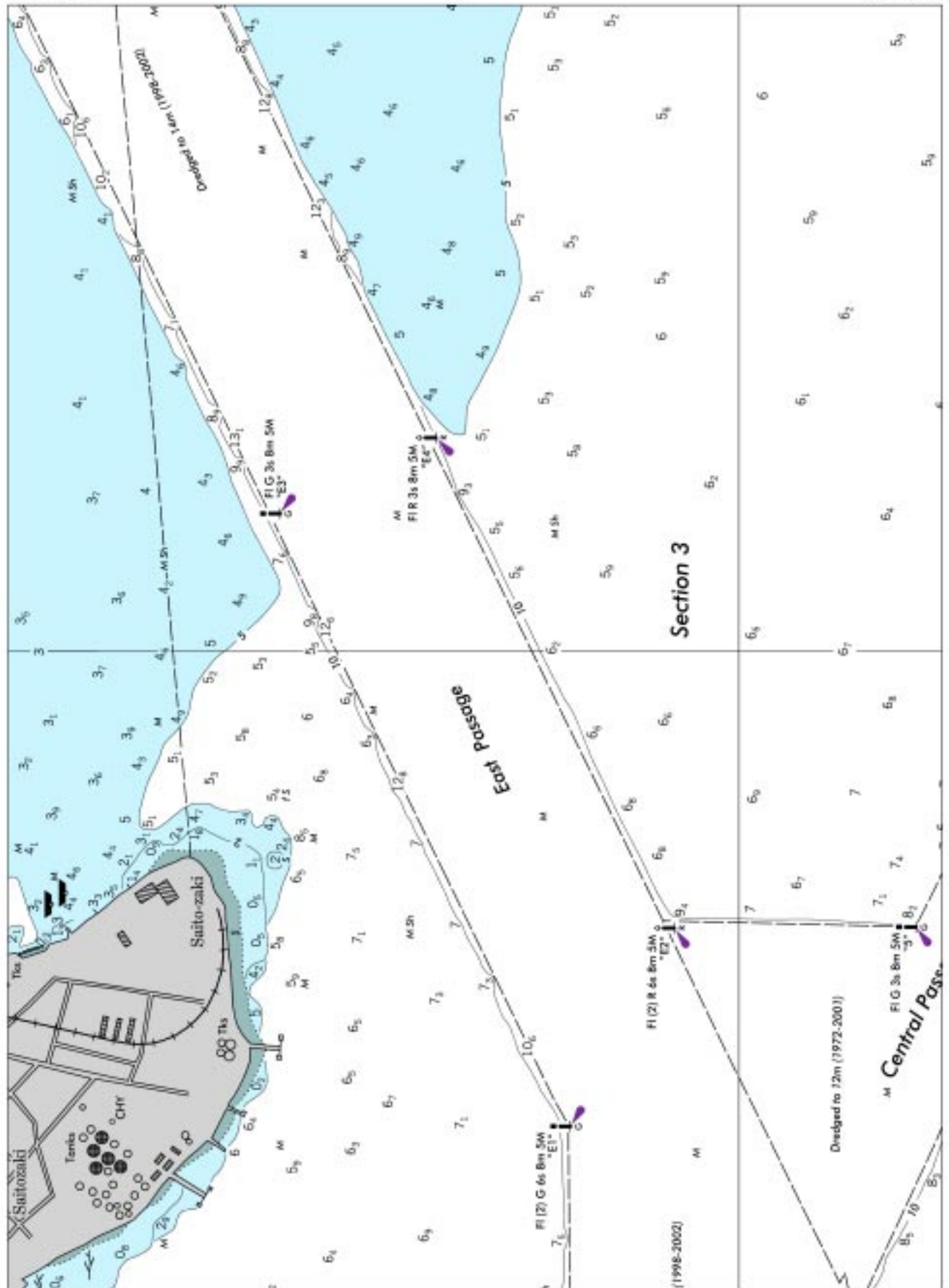
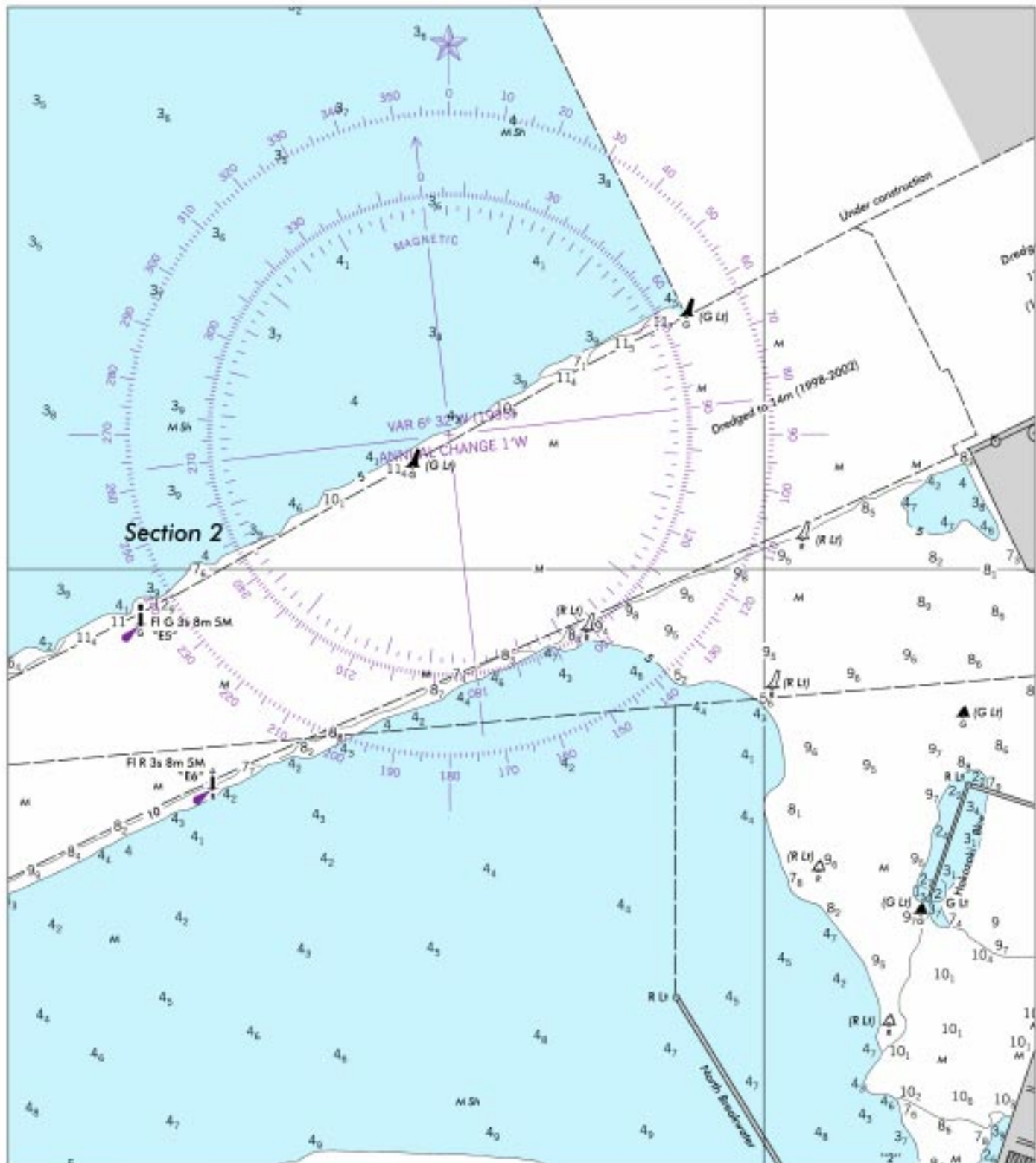


Chart 97423

(C)

NM 36/03



SECTION I

NM 36/03

Chart 18581

NM 36/03

YAUQUINA BAY AND RIVER CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL ENTRANCE 44°36'23"N, 124°05'24"W							
TO FIRST TURN	23	27	26	4-03	400-300	1.3	40-30
THENCE TO TURNING BASIN	24	27	25	4-03	300-400	1.3	30
TURNING BASIN	16	21	23	4-03	300-1200	0.3	30
THENCE TO YAUQUINA	13	12	12	6-00	200	1.6	18
THENCE TO END OF PROJECT	2A	07	5B	7-98;7-00;11-00	150	9.7	10
A. SHOAL TO BARE AT 44°36'57.89"N, 123°56'34.87"W. B. SHOAL TO BARE FROM 44°36'49.6"N, 123°56'55.4"W TO 44°36'57.3"N, 123°56'42.7"W. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

Chart 18587

NM 36/03

COOS BAY AND ISTHMUS SLOUGH CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE RANGE	36	37	35	3,5-03	---	1.9	47-37
ENTRANCE RANGE AND TURN	39	45	29	3-03	300-1050	0.5	37
INSIDE RANGE	34	37	36	2,3-03	300	0.6	37
COOS BAY RANGE	34	37	36	2,3-03	300	1.6	37
EMPIRE RANGE	34	37	38	2,3-03	300	1.3	37
LOWER JARVIS RANGE	37	36	36	2,3-03	300	0.8	37
JARVIS TURN	37	36	35	2,3-03	300	0.5	37
UPPER JARVIS RANGE	32	35	36	2,3-03	300-700	1.9	37
NORTH BEND LOWER RANGE	39	38	36	2,3-03	400	0.4	37
NORTH BEND RANGE	33	37	36	10-02,3-03	400	0.9	37
NORTH BEND UPPER RANGE	36	38	37	3-03	400	0.6	37
LOWER TURNING BASIN	37	38	38	3-03	400-900	0.3	37
FERNDAL LOWER RANGE	39	39	39	3-03	400	0.4	37
FERNDAL TURN	37	38	38	3-03	400	0.2	37
FERNDAL UPPER RANGE	35	37	38	3-03	400	0.7	37
MARSHFIELD RANGE	37	37	36	10-02,3-03	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	37	37	32	3-03	150-750	0.9	37
ISTHMUS SLOUGH	19	20	19	4-85	150	2.0	22
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

Chart 18588

NM 36/03

COQUILLE RIVER CHANNEL							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2002 AND SURVEYS TO MAY 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
A ENTRANCE CHANNEL	12	10	10	5-03	200	0.33	13.0
ENTRANCE CHANNEL TO PORT DOCK (43°07'15.9"N, 124°24'50.5"W)	14	12	6	5-03	200	0.63	13.0
THENCE TO END OF PROJECT	12	13	14	5-03	150	0.38	13.0
A. THE ENTRANCE CHANNEL IS SUBJECT TO FREQUENT CHANGES AND THE DEEPEST WATER IS NOT ALWAYS ON THE RANGE. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

CHARTS AFFECTED BY NOTICE TO MARINERS

NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12	1	45/02	11312	3	28,36,46/02;1,6,7,22,23,32/03	11366	7	48*,51/02;5,6,7,8,19,21,23,24,26,27,29,30,34,35/03	11468	39	42*,43,49/02
20	3	18/03	11313	22	31/02;22,27,36/03	11367	31	33/02;19,21,23,26,30,33,34/03	11469	5	35,50/02;7,9,12,21,23,31/03
22	1	18/03	11314	22	17*,21,22,32/03	11368	22	38/02*;19,21,23,30,33,34,35/03	11470	36	10*,12/03
50	6	32*,34/03	11315	30	37/02*	11369	44	9*,18,19,21,27/03	11472	31	8*,25/03
53	2	34/03	11316	39	17*,22,26,29,34/03	11370	23	31,33,40,51/02;9,21,23,24,26,31,33,34,35/03	11474	10	6,17/03
70	4	7,34/03	11317	29	37,40,49/02;16,19,20,21,23,26,29,30,34/03	11371	36	35/03*	11475	16	51/02;13/03
71	4	7,34/03	11318	1	N29,N46/02;N6,N24,N25/03	11372	30	2*,7,8,10,19,23,24,26,27,31/03	11476	19	6,34/03
72	4	7/03	11319	31	17*,19,20,25,26,29,30,34/03	11373	42	31*,33,37,40,41,42,45,49/02;7,9,19,20,21,23,24,25,26,27,29,34,36/03	11478	20	32/03*
73	4	34/03	11320	1	N28/02;N22,N23,N24/03	11374	31	45*,49,50/02;1,2,7,8,9,19,20,23,24,26,27,29,34,36/03	11479	4	N28,N29,N35,N50/02;N6,N23,N25,N31,N34/03
101	3	48/02	11321	29	28,39,40,41,45/02;23,31,34/03	11375	35	1*,2,5,7,9,20,23,24,27,29/03	11480	38	30/03*
103	5	16/03	11322	28	19*,20,23,30,34,35/03	11376	48	29,31,40,43,50/02;2,7,19,20,21,22,23,24,25,26,30,36/03	11481	4	42*,49/02;6,12,13,19,28,34/03
108	9	32,35/02;34/03	11323	59	28,33,37,39,45/02;1,6,7,9,20,23,27,29,31,34,35/03	11377	4	40,50/02;2,20,21,22,23,24,25,26/03	11484	21	34/03
124	10	18,34/03	11324	32	31,33,37/02;1,6,7,9,10,16,20,21,23,25,29,30,31/03	11378	32	11*,12,18,20,21,22,24,26,30/03	11485	33	22/03*
125	7	21/03	11325	35	26/03*	11382	39	46/02*;9,25,26/03	11486	15	36/03*
126	39	21/03	11326	31	7*,9,16,20,21,22,23,24,30,31,33,35/03	11383	49	30,32/02;9,18,26,30/03	11488	24	7,17/03
301	1	14,21,24/03	11327	30	28,37,49/02;1,16,19,20,22,24,29,30,33,35/03	11384	33	30/03*	11489	34	8*,12,20,22,31/03
302	1	2/03	11328	22	36,37,39,47,49/02;4,6,16,20,21,22,30,36/03	11388	16	24,34/03	11491	33	28,29,30,34,37,38/02;12,30,34/03
310	20	2,14,21,24/03	11329	34	36,37,39,47,49/02;1,4,8,10,16,21,22,30,36/03	11389	32	28,33,37/02;2,7,32/03	11493	9	N39/02;N12,N20,N22,N31/03
400	3	31,32,33,35,45/02;29,33,34/03	11330	14	2*,4,6,7,8,17,19,20,21,22,23,27,30,31,34,35,36/03	11390	22	33,34,37/02;7,21,30,32/03	11494	8	N39/02;N22/03
401	5	31,33,35,45/02;14,29,33,34/03	11331	18	8,19,23,30,34/03	11391	22	33,34/02;7,21,32/03	11496	9	N32,N35/02;N1,N17,N19,N34/03
411	49	19*,22,23,24,25,26,29,30,31,33/03	11332	28	42*,43,49,51/02;6,17,19,20,23,25,31,34,35/03	11392	6	34/02;21,32/03	11502	28	14,17,20,22/03
500	8	32*,34/03	11333	1	N28/02;N35/03	11393	20	30,35/03	11503	39	38*,39,43/02;12,14,17,20,22,31/03
501	12	9*,10,18,21,22,24/03	11340	67	2*,5,6,7,8,9,14,17,18,19,21,22,23,24,25,26,27,29,30,31,32,34,35,36/03	11400	34	39/02;4,9,11,12,13/03	11504	15	12,22/03
502	2	52/02	11341	39	14*,17,21,22,23,25,31,34/03	11401	29	27/03	11505	1	28,31,34,40,49/02;1,4,5,11,22,34/03
507	2	45/02	11342	52	27*,29,31,34,35/03	11402	21	30*,34/03	11506	40	10*,19,22,28,34/03
508	2	45/02	11343	36	37,40,49/02;4,8,17,19,20,23,30,34,35/03	11404	21	50/02;9,19,27/03	11507	31	9*,12,20/03
513	6	38/02;34/03	11344	35	9*,19,22,23,26,27,29,31,34/03	11405	28	31/02*;9,19,27,30,35/03	11508	21	10/03*
520	127	38/02;34/03	11345	31	9/03*	11406	11	9/03	11509	27	1,11,24/03
521	11	34/03	11347	33	42*,43,47,49/02;4,6,7,8,19,20,21,23,25,26,27,29,31,32/03	11408	28	3/03*	11510	18	34/02
523	8	34/03	11348	19	6,7,20,25,27,31,32/03	11409	28	32/03*	11511	16	11/03
524	12	47/02;34/03	11349	40	38*,42,51/02;23,26,27,31,36/03	11411	14	43*,45/02;7,20/03	11512	59	10*,11,15,20,22,24,34/03
526	10	47/02;6/03	11351	38	20*,22,23,25,27,30,31,34/03	11412	41	42*,45/02;1,6,7,11,12,13,14,20/03	11513	23	32,49/02;1,24/03
530	30	37,38,40,52/02;6,10,18,21,22,24,34/03	11352	36	3*,7,8,9,20,22,24,26,31,34/03	11415	5	42*,45/02;1,2,7,14,20/03	11514	26	37*,40,49/02;4,5,15,22,24,34/03
531	21	47,52/02;21,24,32,34/03	11353	2	35,38,43,45,49/02;4,5,7,18,20,21,26,27,31,34/03	11416	5	42,48/02;1,2,6,11,12,14,20/03	11516	29	37,49/02
532	17	38/02;34/03	11354	24	26*,31,34/03	11420	27	20*,21,22,25/03	11517	17	32/02;24/03
540	16	51/02;16,30/03	11355	24	37*,40,51/02;22,25/03	11423	7	N39,N42/02;N4,N8,N15,N21,N22,N25/03	11518	33	14*,19,28/03
541	2	6/03	11356	34	28,29,39,40,42,45,47,51/02;6,7,19,22,27,30,34/03	11424	18	14,25/03	11519	12	28/03*
550	7	45/02;6/03	11357	35	36*,37,40,42,51/02;6,9,19,21,23,24,25,26,27,31,32,34/03	11425	34	46*,49/02;4,25/03	11520	40	31*,39,40,44,46,51/02;4,6,7,8,19/03
601	4	6,8,27/03	11362	4	N28,N29,N31,N33,N36,N39,N40,N47/02;N2,N5,N6,N8,N19,N23,N24,N25,N26,N27,N29,N30,N34,N35/03	11426	35	31/02*	11521	26	32,35/02;9,19,24,28,34/03
602	6	47/02;6/03	11363	38	29,35,38,40,43,49,51/02;4,5,7,18,19,20,21,22,24,26,27,34/03	11427	33	2/03*	11523	21	32,35,52/02;5,9,19,24,28,34/03
603	6	47/02;10/03	11364	39	3*,4,5,8,9,18,19,21,23,25,26,27,30,33,34,35/03	11428	32	52/02*;6/03	11524	46	8*,11,12,13,15,17,19,20,22,28,34/03
605	4	6/03	11365	17	52/02*;9,32,34/03	11429	21	47/02*	11525	6	N39,N40,N44,N46,N51/02;N4,N6,N8,N24/03
606	1	17/03				11430	25	17/03*	11526	10	20/03*
607	1	17/03				11431	12	31/02*	11527	16	37/02;20/03
622	9	47/02;6/03				11434	24	15,21,22/03	11531	21	31/02*;11/03
623	9	47/02;19,36/03				11435	13	N8,N15,N21,N22/03	11532	20	37/02
632	8	45/02				11438	11	7,8,21/03	11534	32	17*,36/03
702	5	7/03				11439	25	6,7,15,22/03	11535	12	46/02
703	4	46/02;7/03				11441	39	36/02;6,7,15,20/03	11536	15	40/02;4,7/03
705	3	46,52/02				11442	33	6,7,15/03	11537	34	21*,23,26,35,36/03
707	2	34/03				11443	30	7,15/03	11539	18	39,44,51/02;6/03
708	3	34,36/03				11446	30	36/02;7,15,20/03	11541	33	8*,9,14,22,35/03
709	2	50/02;19,25/03				11447	35	38/02*;20/03	11542	15	39/02
1113A		20*,21,22,25/03				11448	14	7/03	11543	22	29,39/02;8/03
1114A		39/02;4,9,11,12,13/03				11449	16	7/03	11544	37	36/02*;8/03
1115A		1*,2,5,6,8,19,23,24,25,26,27,29,30,34,35/03				11450	8	28/02;15,22,25/03	11545	60	45*,47/02;6,8,14,22,23,24,35/03
1116A		2*,5,6,7,8,9,14,17,18,19,21,22,23,24,25,26,27,29,30,31,32,34,35,36/03				11451	31	20*,22,25/03	11547	35	29,30,37,47/02;6,8,14,22,23,35/03
1117A		28*,30,31,32,34,35,36/03				11452	21	31/02*	11548	38	47/02*
11004	7	28,31,37,39,40,42,43,45,47,51/02;5,6,7,8,9,14,18,21,22,23,24,25,26,27,29,30,32,34,36/03				11453	16	7/03	11550	28	17/03*
11006	30	28*,36,39,40/02;2,6,19,21,23,24,25,27,29,33,35/03				11460	38	36*,50/02;6,13,15,21,23,25,31,34/03	11553	28	8/03*
11009	36	32,35,44,51/02;6,12,19/03				11461	5	28/02;7,15,25/03	11555	38	36/02*;7,24/03
11013	44	35,50/02;6,7,8,9,13,16,21,22,23,24,25,31,34/03				11462	24	28/02;22,25/03	12200	47	38*,42,52/02;7,12,18/03
11300	39	28*,30,31,32,34,35,36/03				11463	17	24/03*	12201	25	N42,N52/02;N7,N12,N18,N24,N32/03
11301	23	37/02;16,24,32/03				11464	16	28/02;7,25/03	12204	35	10*,33/03
11302	29	34*,37/02;16,24/03				11465	36	52/02*;22/03	12205	27	37*,43,52/02;18,28,33/03
11305	1	N29,N36,N46/02;N1,N6,N7,N32/03				11466	36	30*,31/03	12206	29	31*,33,38,46/02;10,28,33/03
11307	36	28,31/02;22,24,27,35/03				11467	37	47*,50/02;4,12,21,23/03			
11308	22	3*,7,10,23,25,32/03									
11309	36	28,36,46/02;1,6,7,22,24,25,32/03									
11310	1	N46/02;N22,N23,N32/03									
11311	23	46/02;26/03									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12207	20	50,52/02;18/03	12358	19	46*,49/02;1,7,10/03	13312	21	10/03*	14823	30	1/03*
12208	9	23*,28/03	12362	16	49/02	13313	19	41,49,52/02;6,9,36/03	14826	27	4/03*
12210	36	8*,33/03	12363	39	28,44/02;6,23,27,32,36/03	13315	11	49/02	14830	30	31*,34/03
12211	41	10/03*				13316	22	28/03*	14832	34	52/02*
12214	44	14*,19/03	12364	34	20*,23,25,27,32,36/03	13318	18	38*,41,52/02;5,6,21/03	14835	31	39/02
12216	27	47/02*;19/03	12365	26	6,23/03	13321	9	20/03*	14836	27	42/02*
12221	74	35/03*	12366	27	51/02;20,27/03	13323	7	5/03	14837	27	3/03
12222	44	26*,28,33,34/03	12368	26	42/02*;24,25/03	13324	13	41,52/02;2/03	14838	3	52/02*
12224	23	8*,33/03	12369	25	31*,44/02;32,35,36/03	13325	14	2,29/03	14839	36	9/03*
12225	54	22*,33/03	12370	18	39/02*	13326	12	41,43/02	14842	12	39/02;2,4/03
12226	16	30/02;7/03	12371	23	27/03*	13392	2	6/03	14843	22	39,51/02
12228	29	43/02*	12372	31	45*,47,48/02;2,5,6,23,25,36/03	13394	3	39/02*;9,21/03	14844	31	4/03
12230	60	30*,34/03				13396	4	9,19,21/03	14845	26	4/03
12231	26	31,35,46/02;7,30/03	12373	14	2/03	13398	3	36/02	14846	11	39,40/02;2/03
12233	35	3*,4,5,6,14,34/03	12377	14	37/02	14002	57	32,34,36/03	14847	30	40/02
12235	29	30,31,47/02;4,6,7,17,33/03	12378	14	2,13,23/03	14003	6	48,49/02;5,9,12,29/03	14848	56	31/02;9,17,21,22/03
12237	26	47/02;17,25,34/03	12401	7	31*,47/02;2,13,33/03	14010	5	35/02;26,32/03	14850	51	7,21/03
12238	37	46/02*;1,4,7,19,25,34/03	12402	8	31*,33,47/02;13,34/03	14024	5	33,36,39/02;12,22,36/03	14852	45	19*,21/03
12241	21	34,44/02;7,34/03	13000		N48,N49/02;N21,N26,N29/03	14040	65	40/02;34/03	14853	14	26/03*
12245	62	30*,33,34/03	13003	47	36/03*	14041	12	34,36/03	14854	13	17/03
12248	39	30,33,40,50/02;4,5,6,8,15,22,30,33/03	13006	31	36/03*	14042	3	34/03	14864	26	37/02
			13009	30	42*,48,49/02;1,9,18,23,36/03	14043	7	21,26/03	14865	16	4/03
12251	23	35/02;4,6,7,15,26/03				14044	44	6/03	14867	25	32/02
12252	23	33,34/02;4,7,10,15,17,30,35/03	13200	33	37,48/02;7,9,18,36/03	14061	27	6,9/03	14871	2	34/03
			13201	10	N37,N48/02;N9,N18,N36/03	14062	17	32,36/03	14873	2	35/02
12253	43	35/03*				14066	19	6,34/03	14880	30	33/02;4/03
12254	43	38*,43,44/02;30,34/03	13203	12	37/02	14067	11	6/03	14881	31	28*,33/02
12255	15	44/02;30,34/03	13205	36	37,42,45,48/02;1,5,23/03	14081	21	36/03	14885	20	51/02
12256	13	33,44/02;24,30,34/03	13209	23	37/02;23/03	14083	30	33/02	14901	14	52/02*;5/03
12261	28	37*,44/02;7,18,22/03	13211	13	47/02	14087	58	33/02	14902	28	31/02;4/03
12263	52	35/03*	13212	35	9*,13,36/03	14088	10	41/02*;34/03	14903	23	31/03*
12264	28	38/02*;7/03	13213	40	14*,25,36/03	14089	29	41/02*;34/03	14904	25	31,32,46/02
12266	27	30/02;20,30/03	13214	27	34*,45,48/02;5/03	14090	2	33/02	14905	29	31,35,37/02;5/03
12270	32	9*,18,24,25,33/03	13215	17	45,48/02;1,5/03	14091	6	41/02*	14906	23	5/03
12272	29	36,45/02;13,16,30,33/03	13216	1	N48/02	14110	42	32/03	14910	23	17/03*
12273	53	31,36,45,50/02;5,15,17,19,30,33/03	13218	38	29,42,45,51/02;5/03	14111	7	14,32,34/03	14911	20	4/03
12274	33	37*,50/02;5,15,17,30,33/03	13221	53	29,44,51/02;2,5,7,27/03	14112	5	32/03	14912	17	31/03*
			13223	36	52/02;2/03	14146	2	32/03	14913	18	31/03*
12277	32	35/03*	13224	36	44/02;5,27/03	14151	2	37/02;32,34/03	14915	25	28/03*
12278	72	36,45/02;19,25,30,33/03	13226	5	44/02;6,7/03	14169	2	32/03	14916	10	45/02*;17/03
12280	3	37*,43,45,46,47,50,52/02;1,6,7,18,28,33/03	13227	13	7/03	14180	38	36/03	14917	23	3/03
12281	49	12,19,25/03	13228	11	51,52/02	14183	15	34/03	14918	26	17/03
12282	33	31*,44/02;7,8,18,19,25,33/03	13229	27	39,42,45,52/02;1,7,19/03	14184		N32/03	14922	19	51/02;9/03
			13230	46	2*,7,19/03	14189	2	36/03	14924	27	28*,32/02;5/03
12283	24	8,18,25/03	13232	4	39,42/02	14204	21	34/03	14926	10	32/03*
12284	15	7/03	13233	16	10/03	14206	20	34/03	14927	24	31,32,35,37/02
12285	35	11*,14,19,22,34,36/03	13236	29	45/02;1,7,19/03	14208	28	40/02	14928	21	4/03*
12286	29	2*,4,6/03	13237	39	27/03*	14221	26	40,46/02	14929	24	14/03*
12289	48	10*,19,22/03	13241	15	34,42/02	14223	18	3,16/03	14930	24	45/02
12300	43	19/03*	13244	39	48/02;7,32/03	14225	17	38/02;16,34/03	14931	24	35/02*
12301	21	N28,N29,N37,N39,N42,N45/02;N5,N17/03	13246	37	36/03*	14226	32	40/02;6,34/03	14932	23	26/03*
			13249	12	22/03*	14227	28	40/02;6/03	14933	24	35*,37/02
12304	43	21*,26/03	13253	18	3*,8/03	14228	11	40/02;6,32/03	14934	27	17*,26/03
12311	41	28,31,42,50,52/02;8,24,26,35/03	13260	39	36/03*	14240	6	34/02;1/03	14937	24	52/02*;2,17/03
			13263	7	N36,N43,N48,N49/02;N1,N7,N9,N18,NP21,N23,N26,N29,N36/03	14243	8	34/02	14942	25	35/02
12312	52	10*,15,24,32/03				14244	5	16/03	14963	20	51/02
12313	49	35/03*	13264	103	36,49/02;9,P21,26,29/03	14260	47	35/02;26,32/03	14965	21	11/03*
12314	30	46*,50/02;5,25,33,35/03	13267	30	52/02;1,7,9,36/03	14263	15	26,32,34/03	14966	25	14*,21/03
12316	29	2*,6,32/03	13270	59	33,34,40,43/02;1,2,7,12/03	14280	37	35/02	14967	22	5/03
12317	31	37,50/02				14329	5	32/03	14970	25	40,46,51/02
12318	41	9*,32/03	13272	47	28,40/02;8,25,35/03	14340	25	33,37,40,52/02;12,22,30/03	14973	27	15/03*
12323	23	40/02;4/03	13274	24	45,52/02;1,2,16,32/03	14341	5	12,34/03	14974	24	32/02
12324	30	2*,8/03	13275	27	45,52/02;1,2,7,16/03	14342	20	52/02;30/03	14975	33	52/02*
12326	49	35/03*	13276	22	36/03*	14344	2	37,40/02	14995	11	52/02*
12327	96	1*,2,8,12,13,14,16,18,19,23,29,33,34,36/03	13278	25	1,9,32/03	14345	5	37,40/02;12,22/03	15043	3	34/03
			13279	30	20*,32/03	14354	2	32/03	15044	3	34/03
12331	30	8*,13,14,18,33/03	13282	11	21/03*	14357		N52/02	15066	5	32/03
12332	21	43,46/02;13,18/03	13283	18	1,9/03	14358		N36/02;N34/03	15313	1	15/03
12333	32	46*,47/02;5,12,16,18,23,29/03	13285	10	20/03	14360	36	33,36/02	15562		N41/02;N16/03
			13286	29	39*,40,50/02;1,9/03	14373	2	34/03	15569		N23/03
12334	66	30*,34,36/03	13288	40	29,36,43,50,51/02;29/03	14386	3	36/02	15570		N23/03
12335	39	1,8,23/03	13290	34	36,40,43,50,51/02;7,16,29/03	14415	4	33/02;36/03	15585		N14/03
12337	22	28,31,45/02;13,18/03				14500	27	52/02*	15690		N35/03
12338	9	21/03*	13292	36	36,40/02;7,16,29/03	14758		N32/03	15744		N30/02
12339	43	23/03	13293	33	29,43,51/02;14,27/03	14769		N31/02*	15880		N41/02
12341	26	36/03*	13295	11	2*,14/03	14773	16	26/03	15954		N47/02*
12343	18	37/02*;7,21,27/03	13296	25	43/02;27/03	14774	16	15/03	16003	16	13,36/03
12345	10	42/02*;21/03	13298	10	43,52/02	14775		N31/02*	16004	11	13,17/03
12347	29	27,29,35/03	13301	20	33,51/02;23/03	14776		N31/02*	16005	9	36/03
12348	33	27,29,34/03	13302	21	41/02;2,7,9,32/03	14777		N31/02*	16006	33	6,32,35,36/03
12350	57	39*,49/02;29/03	13303	12	48/02*;7,9/03	14803	26	5/03	16011	35	38/02;8,29,31,32,35/03
12352	29	34/02;17/03	13305	28	40,41,49/02;2,7,9,36/03	14804	24	5/03	16012	21	38/02;34/03
12354	39	28,33,37,45/02;2,6,7,10,23,32/03	13307	10	23,28/03	14813	21	2/03*	16013	28	29,52/02;21,29,32,34,35/03
			13308	11	40/02	14816	23	5/03	16016	19	34/03
			13309	28	42/02*;9,32/03	14820	19	11/03*	16042	7	39/02*
						14822	31	10/03*	16061	8	37,49/02;13,17/03

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
16200	13	36/03	17416	3	10,14/03	18427	21	35/02*;7,19/03	18654	42	28*,38,49/02;12,16,35/03
16220	5	36/03	17420	26	36,37,42,43,50/02;1,10,12,14,20,36/03	18429	9	3*,22/03	18655	58	49/02;12,16/03
16300	8	52/02;3,8/03				18430	7	28/02*;6,7,22/03	18656	53	19*,21,33/03
16305	9	8/03	17422	8	52/02*	18431	6	2/03*	18657	18	30/02;4,21/03
16322	7	8/03	17426	13	37/02;1,16,20/03	18432	5	14/03*	18658	29	4,21,33/03
16363	12	38/02*	17427	7	21,36/03	18433	5	2*,22,32,36/03	18659	14	30,49/02;7,16,21/03
16381	8	8,25/03	17428	7	5,36/03	18434	4	P44,48/02;6,9/03	18660	2	29/03*
16440	13	37/02	17429	2	N38/02*	18440	26	3*,15,18,22,28,30,32,34/03	18661	27	15*,16/03
16441	7	37/02	17430	10	5,36/03				18662	20	30/02;7/03
16442	6	37/02	17434	11	5,36/03	18441	42	30*,32,39/02;6,7,9,15,18,28,30,32,34/03	18663	5	14/03*
16480	10	38/02;34/03	17436	6	20/03	18443	15	39/02;6,34/03	18666	1	21,33/03
16500	9	9,33/03	17437	8	21/03	18444	15	39/02;34/03	18680	30	6,13,33,35/03
16520	21	2,31,33/03	17438	12	50/02;10,14,15,21,36/03	18445	29	28,32,33,39/02;6,7,9,10,15,18,22,25,28,34,36/03	18685	32	36/03*
16528	16	9,33/03	17441	7	10,15/03				18687	13	8/03*
16529	14	50/02;9,33/03	17443	12	10/03	18446	15	6,7,9,18,19/03	18700	21	34,36,37/02;4,6,10,13,21,33/03
16530	6	50/02;33/03	17445	2	10,14,36/03	18447	26	52/02;6,7,10,18/03	18703	24	36,37/02;4,27,33/03
16535	12	2,21,31/03	17446		N10/03	18448	32	33/02;10,15,22,34,36/03	18704	12	37/02
16549	14	4,16/03	17460		N5,N36/03	18449	17	7,34/03	18720	31	35/02;4,6,10,12,25/03
16553	3	17/03	17465	4	6,12/03	18450	17	9/03*	18721	11	35/02;6,10/03
16556	4	8/03*	17470		N23/03	18452	16	34/03	18723	3	6/03
16561	1	29,35/03	17471		N6/03	18453	24	14*,25,36/03	18724	1	22*,25/03
16566	10	29/03	17472	4	5,14,36/03	18455	2	N39/02;N15,N34/03	18725	27	32/03*
16568	12	39/02*	17480	4	43/02;5,10,36/03	18458	15	19*,28,34/03	18740	39	34,37,45,50/02;5,6,12,25,27,35/03
16575	1	39/02	17482		N7,N14/03				18741	18	N45,N50/02;N12,N27/03
16576	3	42/02;6/03	17489	19	43/02	18459	5	N32,N39/02;N9,N15,N28,N34/03	18744	30	37/02;35/03
16580	11	39/02	17495	2	43/02	18460	11	2*,6,7/03	18746	34	34/02;5,13/03
16590	10	38/02*	17503	4	43/02	18464	23	24*,30/03	18749	38	40/02;5,6,16,21,26,28,31/03
16592	9	16/03	17513		N42,N43/02;N15/03	18465	35	2*,15,30/03	18751	42	40/02;5,6,16,21,26,28,31/03
16593	11	14/03*	17515	7	6,15,16,36/03	18466	17	7/03	18754	16	36/02
16594	13	2/03	17517	8	6,15,16,34/03	18467	9	36/03*	18757	10	13/03
16595	14	2/03	17518	7	P44,48/02;16,18,20/03	18471	9	36/03*	18758	6	35/02*;16,33/03
16596	12	39/02*	17519	13	16/03	18473	7	4*,18,19,34/03	18760	6	N34,N35,N45,N50/02;N6,N25,N35,N36/03
16597	8	43/02	17520	2	N6,N16,N34/03	18474	7	45/02*;7,10,15,22,25,34,36/03	18765	15	45,50/02;12,27/03
16598	9	43/02	17521		N15/03				18766	7	45,50/02;12,27,36/03
16599	6	43/02	17522		N15/03	18475	1	35/03	18768	4	N45,N50/02;N12,N27,N36/03
16603	7	42/02;6/03	17523		N15/03	18476	4	32,39/02;7,9,28,34/03	18772	47	21/03*
16606	11	37/02*;21/03	17524		N12,N15/03	18477	5	7/03	18773	38	50/02;10,12,13,27,33/03
16608	3	6/03	17525		N15/03	18480	29	2*,6,7/03	18774	10	35/02*;10,16/03
16640	24	21/03	17526		N15/03	18484	10	28,40/02;15,29/03	19002	9	N37,N51/02;N16,N23,N29/03
16646	12	8/03	17528		N43/02;N6,N12/03	18485	15	2*,10,29/03	19004	36	35,37,51/02;23,29,30/03
16660	28	29,42/02;6,16/03	17541	3	43/02	18500	28	32,39/02;12,22,28/03	19007	16	51/02;16,23,29,30/03
16662	6	29/02	17542	6	47/02	18502	84	30*,32,39,42,49/02;9,21,28,29/03	19008	4	16,23,29/03
16663	6	29,42/02;6,16/03	17543	17	41/02	18504	65	19*,35/03	19009	4	16,23,29/03
16665	7	29,42/02;6,16/03	17545	13	43,47/02	18520	24	33,39/02;22/03	19010	17	45*,51/02;23,29/03
16680	10	6,32/03	17546	22	42,43,47/02;24,34,35/03	18521	69	34*,39,49/02;4,10,12,21,22,24,29/03	19013	16	51/02;29,30/03
16681	10	37/02*	17548	28	16/03	18523	53	33/02;4,12/03	19019	9	28/03*
16682	15	8*,17,19/03	17549	6	47/02;15/03	18524	33	28,31,33/02;4,6,10,24,29/03	19320	16	35,37,51/02;5,16,23/03
16683	9	3,6,17,32/03	17550	4	42,43,P44,45,47,48,52/02	18525	33	28,31,33/02;4,9,29/03	19324	22	35/02;5,23/03
16700	27	49,52/02;9,16,22,32,34/03	18000	8	45/02;6,10,21,36/03	18526	55	28,31,33/02;4,18,29/03	19327	10	23/03
16701	18	52/02;9,22,32/03	18002	6	N45/02;N2,N6,N10,N21,N36/03	18527	21	31/02	19330	9	27/03
16702	10	38,52/02;1,9,13,22,32/03	18003	19	22/03*	18528	10	52/02*;18/03	19331	7	23/03
16705	19	49/02;16/03	18005	4	N34/02;N6,N10,N13,N21,N26/03	18529	10	52/02*	19339	1	N35,N49,N51/02;N5,N13,N30/03
16707	10	34,37/02;16,20/03	18006	3	N6/03	18530	20	31,34/02;9,10/03	19340	26	35,49,51/02;5,13,29,30,36/03
16708	25	37,49/02;16,20/03	18007	31	33,34,37,38,39,40,47,52/02;18,22,24,26,35/03	18532	20	10/03	19347	17	29/03
16709	22	49/02	18008	7	N33,N34,N37,N38,N39,N40,N47,N52/02;N18,N22,N24,N26,N35/03	18548	5	8/03*	19348	7	29/03
16712	1	16/03				18558	37	39/02	19353	12	27/03
16713	2	49/02				18561	11	33,39/02;10/03	19357	22	42*,49,51/02;5,13,30,36/03
16741	9	46/02				18580	21	33,38,39/02	19358	20	28/02*
16760	10	51/02;28/03	18009	2	N34/02;N6,N13,N26/03	18581	17	49/02*;4,36/03	19359	10	12,16/03
16761	16	28/03	18010	20	33,34,37,38,39,40/02;6,13,26,33/03	18583	38	31,33,42,49/02;12/03	19360	1	N37,N51/02
17003	4	47,52/02;24,35,36/03				18584	47	30,39,49/02;4,6,30/03	19361	7	30/03
17005	10	41,45,47,52/02;24,34,35/03	18020	36	34,37,45/02;6,10,13,21,26,36/03	18587	68	30,33,39,42/02;4,6,9,10,21,27,36/03	19362	12	49/02
17008	12	43/02;36/03	18022	33	34,37,45/02;6,10,13,21,25,33,35,36/03	18588	37	22*,36/03	19366	36	31,49/02;5/03
17300	30	52/02*;21/03	18400	43	2*,6,16,18,22,30,32,36/03	18600	14	33,37,38,40/02	19367	37	31,49/02;10/03
17302	18	51/02				18601	13	10/03	19369	5	31,49/02;10,36/03
17303	9	37/02	18401	12	34/03	18602	12	26/03*	19370	1	N51/02;N5,N13,N30/03
17315	23	2*,16,21,25/03	18403	21	6,20/03	18603	16	9*,10/03	19379	14	51/02;5,13,30/03
17316	20	28/02*;3,25/03	18405	12	43/02;16/03	18622	52	28,49/02;21,25,27,35/03	19381	8	49,51/02;26/03
17320	15	13,29,34/03	18406	5	16/03	18623	11	34/02	19382	15	26/03
17323	10	13,22,29/03	18411		N16,N20/03	18626	15	37/02;10/03	19383	17	49/02;5/03
17325	7	29/03	18412	10	20/03	18640	24	26/03	19401	8	10/03*
17327	20	5/03	18413	15	20,22/03	18643	17	26*,33/03	19402	6	9/03*
17360	33	31*,36/03	18414	9	20/03	18645	24	50/02;33/03	19421	7	8/03*
17382	15	20*,36/03	18415	8	42/02;7,22,32/03	18647	15	2/03*	19441	7	28/03*
17383	1	31*,49/02;8/03	18416	6	P44,48/02;22/03	18649	62	33,36,38,41/02;4,6,21,26,33/03	19442	5	14*,26/03
17384	7	44/02	18418	6	15/03				19461	7	10/03*
17385	14	14/03*	18419	11	47/02;12/03	18650	51	28*,33,38,41/02;4,21,26,33/03			
17400	16	36/02;10,12/03	18420	1	22/03	18651	42	15/03*			
17401	10	1,36/03	18421	45	2*,18,20,22,32,36/03	18652	32	36/03*			
17402	10	46/02*	18423	33	1*,5,7,9,15,18,30,32,34,36/03	18653	9	36,38,41/02;4,6,21/03			
17405	14	12,25/03	18424	25	7/03						
17406	6	25/03									
17409	10	39/02*									
17413	2	43,50/02;10/03									
17414	3	41/02									

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
19483	6	11/03*	22225	2	12,18/03	23142	10	8/03	24465	6	33,47/02
21005	5	45/02;2/03	22233	29	13,18,25/03	23150	10	37,52/02	24469	1	46,47/02;13/03
21008	62	39,42,43,50/02;1,2,36/03	22250	2	42/02;12,18/03	23151	3	12/03	24470	4	28,39,47/02
21011	5	2/03	22251	11	12,28/03	23152	3	37/02;12/03	24471	8	28,47/02
21014	72	42,50,52/02;2,3,4/03	22259	4	20,24/03	23153	8	31/02;12,13/03	24480	1	41,44,45,49/02;24,27/03
21017	50	41,50/02;4,5,6,9/03	22263	1	26/03	24000	39	29/02	24482	2	49/02;31/03
21020	42	41/02;5,6,7/03	22264	2	42/02;13,18,20,24,26/03	24004	36	29,30/02	24483	2	49/02
21021	3	45/02;13/03	22275	3	42/02;12,18,26/03	24016	53	30,39/02	24484	3	49/02;31/03
21023	41	34/02;7,8,9/03	22281	9	12,18/03	24024	46	18,25/03	24490	3	31/02;25,27/03
21033	46	32/02;1,16/03	22282	17	12/03	24028	6	48/02	24491	3	31/02;27/03
21036	7	1,16/03	22283	3	N12/03	24050	11	31,34,38,49/02;20,31,32,33/03	24492	20	31,46/02
21120	27	47,50,51,52/02	22284	7	N10/03	24052	15	31,37,38/02;14,19,21,30/03	24501	3	27/03
21121	18	47/02	22290	4	18,30/03	24053	16	19/03	24502	6	46/02;27,34/03
21122	5	47/02	22293	15	18,26/03	24055	6	37,49/02;14,19,21/03	24504	7	41,45,46/02
21125	13	51,52/02;36/03	22294	15	12/03	24057	4	31,38,49/02;20,30,33/03	24508	3	22/03*
21126	1	50/02	22305	2	18,24,30,34/03	24058	2	31,32,37,38/02;19,22,28,29,30/03	24509	2	45,50/02;15,25,34/03
21140	1	45,50/02;12,27,36/03	22311	19	8/03	24060	2	34/02;17,32/03	24510	2	41,45,46,50/02
21141	23	48/02	22312	2	13,30/03	24080	5	29/02;17/03	24511	2	24/03
21160	1	45/02	22313	2	44/02;8,18/03	24091	6	6,21/03	24512	3	29,44,46/02;24,25/03
21161	19	43,48/02	22314	1	44/02	24092	14	6/03	24513	18	46/02
21180	1	2,7/03	22322	11	33/03**	24101	5	29/02	24517	2	46,49/02;25/03
21182	34	39/02	22331	2	N10,N19,N24/03	24102	3	37,41/02	25001	7	15/03
21200	1	2/03	22335	4	19/03	24110	3	29/02;35/03	25017	5	15,25,31,34/03
21301	13	3,12/03	22341	9	43/02;11,21,29/03	24130	14	29/02;5/03	25018	9	15,25,31,34/03
21342	28	41,44/02	22342	9	21,29/03	24133	6	31/03	25400	1	35,48/02
21384	3	6/03	22343	1	N43/02;N10,N11,N21/03	24140	18	32/02	25480	1	42,46/02
21401	20	7/03	22344	6	N23/03*	24141	4	5/03	25485	45	36/03
21441	27	34,44/02	22345	11	42/02;24/03	24142	43	5,6/03	25487	2	36/03
21478	3	9,16/03	22347	6	N23/03*	24149	1	32/02	25524	43	33/02;1,5,20,24,26,32/03
21482	1	36/03	22351	1	N43/02;N12,N35/03	24150	27	29,30,32/02	25525	17	1,5,26/03
21510	1	9,16/03	22352	6	12,19,24,35/03	24151	4	29,32/02	25526	2	33/02;24,32/03
21520	1	29/03	22360	2	19/03	24152	2	30/02	25527	31	33/02;24,32/03
21521	14	29/03	22361	2	N10,N30,N32,N33,N34/03	24153	6	30/02	25528	5	42/02
21563	3	45/02	22370	2	15,19,26,30,33,34/03	24160	21	28/02	25550	2	21/03
21601	4	31/03	22371	5	30,32,33/03	24161	11	42/02;7,28,32/03	25563	50	33/02;14,18,21/03
21602	1	28/02	22373	1	N50/02;N10,N24,N30,N32,N33,N34/03	24162	9	42/02;6,7,28,32/03	25565	7	33/02
21603	9	5,31,36/03	22377	1	N10,N13/03	24170	14	5,6,35/03	25566	27	18,30/03
21605	7	31/03	22379	1	N50/02;N10,N30,N32/03	24171	19	5,6/03	25567	16	21/03
21661	12	6/03	22381	4	N23*,N30/03	24172	4	5,6/03	25570	3	31/02;16/03
22004	38	30,32,34,36,39,41,43,52/02;16,29/03	22395	2	42/02;15,19,22,26,30/03	24202	6	31,35/03	25575	4	31/02;35/03
22008	35	30,34,36,39,41,43,44,48,52/02;6,14,17,29,32/03	22401	4	N45/02	24220	14	28/02	25600	47	25,27/03
22012	31	30,34/02;6,29,32/03	22403	15	46/02	24230	20	30/02	25607	4	39/02
22032	20	19/03	22406	1	N1/03	24233	15	36,43/02	25608	21	16,26,34/03
22036	28	47/02	22407	1	N4,N11,N18,N30/03	24234	3	30/02;35/03	25609	5	30/02
22050	4	12,26/03	22408	1	N10,N21/03	24240	5	30,39/02;7/03	25613	2	30/02;25,27/03
22051	18	28/02	22409	4	N45/02;N10,N17,N22/03	24250	5	30,39/02;7/03	25640	40	28/02*;15,25,31,34/03
22052	6	28,46/02;25,34/03	22410	32	43,44,46/02;19,23/03	24251	23	34,43/02;6/03	25641	26	30/02
22080	3	32/02	22413	1	N45/02;N22/03	24252	5	30,39,43/02;6/03	25644	13	20/03*
22082	4	13,25/03	22417	1	N10,N25/03	24260	5	34/02	25646	7	N42/02
22084	4	42/02;35/03	22418	2	36,44,46/02;19/03	24270	3	17,29/03	25649	18	30,35/02;4,31/03
22090	2	30,32,43/02;4,17/03	22420	2	4,11,15,19,30/03	24271	14	17,29/03	25650	33	30/02;25,30,31/03
22100	3	32/02;12/03	22421	4	N43,N44,N46/02;N11,N23,N25,N26,N27/03	24274	2	17,29/03	25653	13	8/03*
22101	19	32,43/02	22423	3	N11,N25,N27/03	24290	3	36,43/02	25659	9	20/03*
22102	19	17/03	22424	3	N27/03	24291	4	36/02	25663	27	17,30/03
22109	3	17/03	22425	2	44,46/02	24292	4	36/02	25664	15	17,30/03
22111	4	32/02;17/03	22427	1	N43,N44,N46,N50/02;N11,N23,N25,N26/03	24293	6	32,36/02	25666	17	17/03
22112	3	30,32,43/02;17/03	22429		N46/02;N10,N14,N17,N19,N27/03	24294	22	36/02	25667	20	15/03
22113	8	30/02;12,17/03	22430	6	19/03	24320	4	28,34,43/02;6,17/03	25668	18	48/02;13,34/03
22114	5	32,42,43/02;17,33/03	22433	3	39,47/02;11,14,35/03	24321	3	6/03	25670	41	38,48,49/02;4,5,13,20/03
22120	3	30,34,36,39,41,43,52/02;29,32/03	22434	2	35/03	24322	6	28,34/02;6,17/03	25671	18	21/03*
22121	9	30,34,36,44,52/02;29,32/03	22436	2	39/02;10,14/03	24350	2	31,51/02;18/03	25673	15	28,42/02
22124	2	34,52/02;6,29,32/03	22440	1	19/03	24355	2	51/02;25/03	25675	9	20/03*
22125	1	36/02	22471	31	44/02	24360	1	25/03	25677	20	32/03*
22126	1	36/02	22481	35	43,44/02;19/03	24370	1	34/02	25679	10	20/03*
22130	2	44/02;14,17,29,32/03	22482	16	44,50/02;23/03	24375	2	34/02	25681	16	28*,34/03
22138	2	41,44,48/02;6/03	22492	3	34/03	24380	2	35/02	25683	18	32*,34/03
22140	2	30,34,36,44/02;25/03	22521	3	12,17,34/03	24388	2	35/02	25685	9	22/03*
22142	2	39,41,43/02;25/03	22523	3	12,17,34/03	24404	8	35,44,48/02	25687	12	30/03*
22143	4	26*,29/03	22529	3	12,17,35/03	24406	30	2/03	25700	3	15/03
22145	2	N41/02;N25/03	22531	2	12,17,35/03	24408	21	36,44,48/02	25720	3	33/02
22160	2	30,34,39,41,48,52/02;25/03	23010	4	38/02	24410	2	44/02	25800	3	36/02
22170	3	30,39/02;6/03	23020	4	22/03	24430	5	39/02;8,11,31/03	25841	9	36/02
22172	8	48/02*;4,6,29/03	23030	6	38/02;21,22/03	24431	14	39/02;31/03	25848	25	5,13,15/03
22173	36	48/02*;6,17,29/03	23121	7	30/02;17,20/03	24434	4	39/02	25849	13	42/02;12/03
22180	2	30,34/02;32/03	23122	8	30,33/02	24450	3	26/03	26001	4	9/03
22181	16	39,41/02;29/03	23123	3	30/02	24453	5	26/03	26050	1	34/02;26/03
22182	6	30,34/02;14,29/03	23124	3	N30/02;N17,N20/03	24454	5	5,26/03	26060	1	49/02
22183	3	32/03	23125	4	30/02;17/03	24461	4	39,47/02;15,29,32/03	26068	11	18/03
22190	2	30/02;29/03	23131	7	31/02;12,22/03	24462	5	47/02;16,29/03	26081	8	46/02;16/03
22205	2	12,18/03	23141	7	34/02;22/03	24463	6	39/02;12,15,25,26/03	26083	14	29/02
22221	20	12,31,34/03							26100	4	31/03
22222	1	4,12,31/03							26122	30	22/03*
									26127	21	49/02;5/03
									26128	50	49/02;5/03
									26142	10	33/02
									26210	2	36/02
									26218	2	31/03

SECTION I

NM 36/03

CHARTS AFFECTED BY NOTICE TO MARINERS

NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
26219	5	31/03	35080	16	40/02	37000	22	28,47,48/02;14,23/03	37200	15	28,30,35/03
26229	11	31/03	35081	15	22,27/03	37005	16	41,45,47/02;5,12,13,15,23,28,29,30/03	37202	2	22,27/03
26230	12	31/03	35082	7	22,27/03				37205	2	39/02;22,24,30/03
26240	7	9/03	35083	8	20/03	37010	23	41,45,47/02;10,12,13,15,19,23,27,28,29,30/03	37221	13	28,34,36/02;6,10,11,12,13,14,15,21,23,29,30,32/03
26244	3	9/03	35084	15	50/02						
26245	16	51/02;15/03	35086	5	31/02;22/03	37025	26	38,51/02;1,24,25,27,31,33,34,36/03	37222	13	28/02;21,22,30/03
26259	2	51/02	35088	2	50/02				37223	14	42/02;21,26,27,30,32,34,35/03
26261	27	8/03	35099	3	41/02	37032	2	1,6,25,31/03			
26262	3	8/03	35100	14	40,45/02;5,30/03	37033	2	47/02;33/03			
26282	6	22,23,34/03	35101	6	41/02	37034	2	8,14,33/03	37224	11	22,23,30/03
26290	1	21/03**	35103	5	41/02	37041	15	50/02	37226	17	28,30,39/02;8,9,12,14,17,21,23/03
26295	1	21*,22,34/03	35120	13	40,45,47/02;5,30/03	37042	5	41,45/02			
26300	7	21/03*	35130	3	48,51/02;5/03	37043	17	43/02	37228	14	8,14,23,27,29,30/03
26308	5	21*,22,23,34/03	35135	1	5/03	37044	16	45/02	37229	15	8/03
26309	26	11/03	35136	2	48,51/02	37045	11	45/02	37230	14	39/02;28/03
26312	2	21/03	35141	11	34/02	37046	18	31,43/02	37231	18	28,30/02;6,10,12,14/03
26316	3	21/03	35143	7	34/02	37050	9	42,46/02;10,12,17/03	37232	12	29,31/03
26320	5	28,29,35/02;7,12,22,23,25,31/03	35144	3	11/03	37060	3	31,46,50/02;9,13,18/03	37234	13	7,8,31/03
			35150	3	48/02	37061	15	36,38/02;5/03	37235	11	17/03
26323	4	1/03	35155	3	25/03	37063	21	28,36,50/02	37238	6	17,21,30,33/03
26327	2	N41/02*;N17/03	35163	7	44/02	37075	3	31/02;5,18/03	37241	17	26,27,30,32,33,35/03
27005	4	6,8,9,22,23,34/03	35166	4	35/02	37080	3	30,33,34,38,40,42,44,45,46,51/02;1,4,7,9,14,15,18,20,21,22/03	37242	10	26,30,32,35/03
27040	5	9/03	35167	3	35/02				37243	7	27,30,32/03
27041	4	50/02	35169	2	35/02				37244	11	23,26,27,28,30,32,33,35/03
27060	2	22,23,34/03	35200	7	48,51/02;5,25/03	37081	23	28,38,43,50/02			
27080	4	15,22/03	35210	3	29/02	37082	9	28,44,50/02;11/03	37246	14	21,24,27,30,32,33,35/03
27081	6	49/02	35230	3	29/02	37084	9	38,40,43/02	37248	18	39/02;21,23,24,26,27,30,32,35/03
27082	6	49,51/02	35236	2	38,50/02	37085	8	38,40/02			
27083	39	28/03	35246	2	38,43/02	37086	8	38,50/02;4/03	37258	4	1,11,22/03
27084	4	13/03	35247	4	50/02	37087	7	38,40/02	37261	10	28/02;1,7,11,20,22/03
27100	2	31/02;8,21/03	35255	3	50/02;14/03	37088	9	5/03	37262	20	1,11/03
27102	11	28/03	35256	2	14/03	37089	12	28/02;4,13/03	37264	3	30/02;1,15,22/03
27120	4	41,43,44/02	35270	2	38,46/02	37090	8	32,45,51/02;1,7,9,14,16,22/03	37265	3	1,7,17,32/03
27142	5	9/03	35276	3	46/02				37281	15	30/02;1,15,22/03
27160	2	8,13,35/03	35277	3	38,46/02	37095	3	28,32/02;1,7,9,11,14,15,16,20,22,32/03	37320	16	28,38,44/02;9,10,11,11P12,15,17,21,24,36/03
27161	4	8,13/03	35279	3	38/02						
27163	21	49/02;8/03	35299	9	13/03	37103	9	29/02	37325	8	34,39,47/02;15,18/03
27183	8	1,9/03	35301	6	17/03	37104	3	41/02	37326	2	34,47,51/02;15,18,21,36/03
27186	8	1,9/03	35302	7	17/03	37106	4	32/03			
28004	1	45/02;8,9,22/03	35303	7	40/02;17/03	37110	11	28,29,47/02;20,25,31,32/03	37328	2	42,44/02;11,15,21,24/03
28006	1	8/03	35308	5	10/03				37330	2	30,32,34,38,40,46/02;9,13,14/03
28050	3	28,34/02;26/03	35330	2	38,41/02	37112	1	47/02			
28084	4	17/03**	35350	2	38,41/02	37115	2	28,29,33,47/02;7,25,31,32/03	37342	3	32/02;2,11,15,21/03
28150	3	8/03	35400	11	30/02				37343	10	45/02
28162	29	28/02	35402	3	38/02	37119	2	43/02	37344	11	32,34/02;21/03
28164	17	28/02	35420	13	30/02	37120	2	29,39,42,49,51/02;4,6,21,23,24,25,26,27,30,32/03	37360	15	28,30,32,34,43/02;2,9,10,11,15,17,21,24,31,36/03
28190	2	41,43,45,46/02;18/03	35421	14	31/02						
28196	4	41,43,45/02;18/03	35423	6	31/02	37121	11	29,31/02;25/03	37362	6	31,43,48,51/02;1,2,4,17,22,32,33/03
28197	4	45/02;18/03	35424	3	30/02	37122	12	48/02;19,31/03			
28202	22	41,44/02	36005	2	28,34,36,38,45,46/02;P12,14,17,24,25,27,31/03	37123	9	49/02;6,20/03	37363	8	48/02;4,17,32/03
28210	2	33,35,39,41/02				37125	15	42,49/02;6,9,20/03	37367	1	38,49/02
28220	2	35,39/02	36010	27	38/02;5,15,16,20,23/03	37126	8	41/02	37380	2	34,40,42,43,44,48,51/02;9,10,17,21/03
28221	18	33,37,39/02;5/03	36015	2	36,46/02;27/03	37127	11	49/02;4,6,20/03	37400	10	28,34,38,40,41,44,46/02;6,10,20,31,34,36/03
28223	4	35,39/02	36040	16	30/02;1,15/03	37129	6	39,42,49/02;4,6,20,23,24,30/03	37401	9	28,32,44/02;4,6,13,14,16,22,31,36/03
28263	3	35,37/02	36046	5	38/02				37402	7	28,32,41,42,44,50/02;4,13,14/03
28264	3	35,37/02	36060	17	31,38/02;5,8,20,21/03	37133	4	44/02			
28265	3	37/02	36061	5	46/02;20/03	37134	5	38/02			
28281	32	36/02	36062	11	40*,46/02	37136	6	38,46,50,51/02;30/03			
28282	2	35/02	36098	6	5/03	37137	6	46,48/02;30/03			
28300	1	39,50/02	36102	6	13/03	37139	8	1/03	37403	23	10/03
28302	16	31,33,39,40/02;12/03	36103	9	13/03	37140	33	29,31,35,49,51/02;4,6,16,24,25,30,32/03	37420	1	34,43/02;1,7/03
28310	2	31,33,35,39/02	36104	6	13/03				37421	8	14,21/03
28320	6	33/02	36106	7	47/02;5,13/03	37141	29	36,40,48,51/02;1,4,12,17,19,24,27,31/03	37423	5	14,21/03
28321	36	29/02	36118	3	5/03				37445	1	48/02;1,34/03
28323	2	29/02	36120	9	31,46/02;5,8,16,23,27/03	37145	23	46,50/02;4/03	37446	2	1,34/03
28325	2	29/02;5/03	36123	25	46/02;11,16/03	37147	15	35,36,40/02;1,10,12,16,17,19,25/03	37461	9	51/02;6,20,25,36/03
29002	9	18,29/03	36124	18	16/03				37463	6	1/03
29015	5	16/03	36125	7	4,30/03	37148	13	35,38/02;4,10,11,27/03	37481	7	47,48/02;6,7,14,30/03
29107	2	29,36/03	36137	4	38/02	37149	10	44/02	37501	3	46,47/02;7,8,20,33/03
29121	5	32/02	36138	3	39/02;4/03	37150	8	31/02;14,19,26,27,32,33,35/03	37505	2	46/02;7,33/03
29122	5	32/02	36139	4	4/03				37506	4	45,46,47,51/02;8,20,33/03
29127	4	29/03	36140	12	36,41/02;4,10,27/03	37161	14	31,34,43/02;1,14,19,24/03			
29141	3	29/03	36141	7	4/03				38320	3	35/03
29142	3	7/03	36143	4	34/02;5,30/03	37162	12	21,26,27,30,32,33,35/03	38528	4	N20/03
35000	26	47,48/02;14/03	36161	10	34,44,45,47,50/02;4,10,18/03	37163	19	32/03	38580	8	18/03
35008	21	45,48,50/02;5,25,27/03				37164	4	23,26,27,30,32,35/03	38585	4	18/03
35009	19	40,41,45/02;5,10,14/03	36162	10	35,45,47,50/02;4,18/03	37165	2	34,36/02;10,12,13,15,21,23,26,27,28,30,32,34,35/03	41000	2	15/03
35011	2	48/02;1,25/03	36163	13	31,34,35,38,44,45,47,50/02;4,18/03				41060	3	34/02
35016	17	29/02				37166	2	14,19,21,26,27,30,32,33,34,35/03	42003		N23/03**
35036	21	30,36/02;10,15,27/03	36164	7	34,38,44,46/02;8,15/03				42004	1	N23/03*
35040	18	45/02;4,8,10,14,21/03	36165	6	28,36,44/02;10,27,30/03	37170	11	38/02;14,19/03	42160	3	7/03
35041	8	35/02;4/03	36167	2	40/02	37175	2	5,27,30/03	42560	5	31/03
35042	9	44/02;4,14/03	36173	1	40/02	37180	20	38/02;27,31,35/03	42600	5	14,30/03
35044	9	38/02	36180	23	36,40,50/02;4,27/03	37182	14	35,47,48/02;24,27/03	42620	5	14/03
35047	5	35/02	36181	18	36,40,50/02;4/03	37183	9	48,51/02;10,24/03	42740	5	34,41/02;6,25,31/03
35060	14	40,41/02;10,14/03	36182	6	36,40/02;27/03	37184	8	48/02;5/03	42742	3	6,8,30/03
									42760	5	8,19,24,25/03

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
42762	3	N25,N30/03	44043	8	44/02;1,6,9,10,11,13,16/03	44282	1	49,50/02;13,17,19,21,26/03	51344	2	5,7,16,18/03
43000	4	9/03	44044	6	6,10,13,16/03	44283	2	50/02;8,21/03	51380	5	47/02
43015	12	9/03	44045	6	22/03	44284	2	41/02;6/03	51500	6	20/03
43030	24	28/02;2,9,10,11,12,13,15,17,22,27,28,30,32/03	44046	10	22,24/03	44285	1	2,15/03	51540	3	22/03
43058	3	20/03	44047	22	44/02;10,12,22,24,30,31,32/03	44286	1	2,27/03	51559	3	41/02
43059	3	44/02;20/03	44048	11	5,12,18,22,25,27,31/03	44310	5	29,41,42/02;7/03	51600	12	20/03
43060	4	44/02;27/03	44049	9	44,46,50/02;8,14,22,24,30,31/03	44313	1	41,47/02;36/03	51620	10	20/03
43079	2	41/02	44050	21	20,31,32/03	44319	2	41,42/02;4,6,9,10,P20,26,27,28/03	51621	9	20/03
43082	5	41/02	44051	1	44,48,50/02;1,11,14,22,25,26,27/03	44320	4	29/02;6,8,9,15,P20,25,26/03	51641	4	32,34/03
43101	3	46/02	44057	5	29,30/03	44321	6	29,32,40/02;6,8/03	52031	1	6,21/03
43102	4	46/02	44061	21	24,32/03	44340	11	37/02;4,6,8,9,15,17,P20,26,33/03	52039	4	5*,7,8,9,13,14,18,21/03
43104	4	46/02	44062	8	28/03	44341	7	37,41/02;7,9,P20,26/03	52040	17	43,50/02;13,16,18,34/03
43106	6	44/02	44063	8	17/03	44342	8	37,41/02;6/03	52042	6	22/03*
43127	5	20/03	44064	19	22,28/03	44343	2	4,6,7,8,12,15,17,19/03	52043	21	46/02;6,7/03
43140	4	41,48,52/02;12,35/03	44065	7	30,42/02;16,17/03	44352	2	4,6,7,8,12,15,17,19/03	52045	6	36/02
43141	5	52/02;12/03	44066	10	39/02;31/03	44360	9	34,37,41,42/02;4,9,10,20,27,28,30,31,32/03	52046	21	50/02;6,7,16,18,21/03
43142	4	52/02;12/03	44067	22	29/02;16,17,28/03	44361	6	4,10,15,21,26,27,28,35/03	52047	11	7,8,34/03
43143	4	12/03	44068	11	44/02;10,11,13/03	44365	1	7,8,26,27/03	52048	3	8/03
43144	4	6,12/03	44069	16	29,31/02;11,13,17,22,23/03	44366	1	34,41/02	52051	1	43/02
43145	4	12/03	44070	7	28/03	44367	2	29,35,37,40/02;6/03	52052	1	43/02
43146	2	48/02;34,35/03	44071	4	29/03	44400	4	48/02;4,6,7,8,9,12,15,17,19,23,24,25,27,34/03	52054	1	14/03
43147	3	35/03	44075	4	29,31,42/02;13,23/03	44401	7	10,12,19,24/03	52055	1	14/03
43150	2	N34,N35/03	44076	3	22,28,30,32/03	44410	4	4,6,11,12,13,14,15,23,24,26,27/03	52060	16	43,50,51/02;7,12,P20,26,29,34/03
43160	6	34,35,36/03	44081	9	39/02;9,13/03	44420	6	36,49/02;8,9,10,11,12,14,17,22,25,27/03	52061	2	45,48,51/02;7,12,20,P20,26,29,34/03
43161	2	41,44/02;35/03	44082	11	9,33/03	44430	2	28/02;6,10,11,14,19,24,25/03	52062	7	7,12,23,29,34/03
43163	3	44/02	44083	8	9,11,24,25,26/03	44444	6	31/02;9,12,30,34,35,36/03	52066	3	50/02;14,16/03
43164	3	48/02;6,34/03	44084	1	6,11,26/03	44461	10	28/02;6,10,24,25,26,28,31,36/03	52080	14	50,51/02;4,7,10,11,12,14,20,P20,26/03
43167	5	36/03	44100	7	44/02;2,9,11,12,13,22,31/03	44462	4	27/03	52082	3	45,46,48/02;11,12,20,P20,26/03
43168	2	36/03	44105	2	49/02;5,6,8,24,26,27/03	44463	9	24/03	52083	2	45,46,51/02;1,16/03
43180	5	9/03	44120	7	28,29,31/02;2,9,10,15,19,20,22,23,24,27,33/03	44465	2	28/02;6,25/03	52084	2	45/02;4,10,11,12,14,18/03
43182	4	47,52/02	44140	8	28,29,31,50/02;1,6,19,21,23,24,26,31/03	44481	2	28,31/02;24,26,31/03	52085	3	50,51/02;4,11,16/03
43204	4	36/03	44160	7	46/02;1,4,5,6,11,13,14,15,20,26,31/03	51007	22	38/02;7,27,33/03	52086	2	45,50,51/02;1,4,9,11,14,36/03
43223	4	41/02	44161	2	29,50/02;1,2,6,10,21,35/03	51013	4	38/02;7,21,33,36/03	52087	1	51/02
43225	4	52/02	44162	1	50/02;1,24/03	51017	31	37/02;24/03	52088	2	45/02;4,10,11,12,14,18,P20,26/03
43240	4	50,51/02	44163	1	48/02	51022	11	37/02	52092	1	46,51/02;16/03
43242	4	52/02	44164	1	46,48/02;1,11,18,22/03	51061	14	1,7,15,17,19,21,22/03	52120	12	32,51/02;6,11,16,18/03
43243	4	50,51/02	44165	1	46/02;1,5,6,11,20,22,24,34/03	51062	28	15,17,19,22/03	52121	8	45,46/02;1,6,8,11,16,23/03
43248	3	9/03	44178	2	2,5,7,10,16,26,27/03	51064	2	52/02;1,17/03	52122	14	45/02;11,14/03
43263	7	44/02	44179	2	10,16,35/03	51081	10	5,6,13,15,17,21,22/03	52124	1	51/02
43265	2	44,52/02	44180	6	29,34,45,46/02;1,2,5,7,8,9,20,26/03	51082	7	5,7,13,15,17,21,22/03	52125	1	45,46/02;8,11,16,18/03
43270	2	44/02	44181	5	5,10,13,20,21,27/03	51100	7	1,6,7,8,9,14,27,33,34/03	52140	6	48,50/02;3,12,18,29/03
43280	5	44/02	44182	4	48,49/02;1,2,15,18,27/03	51103	10	29*,33,45/02	52141	5	48/02
43281	6	27/03	44183	6	48/02;1,6,8,9,10,19,20,25,27,35/03	51104	1	29*,33,45/02	52142	2	12,18,23,29/03
43283	6	27/03	44184	9	45,49/02;2,10,13,20,22,32/03	51120	6	6/03	52143	8	18/03
43284	4	51/02	44185	7	45,49/02;1,2,10,27,32/03	51135	1	22/03	52144	5	50/02;3,7,8,10,14,16,18,21,23/03
43285	5	44/02	44186	2	45,46,48/02;1,2,5,8,9,10,15,16,25,27,29/03	51142	2	6,13,15,22,33/03	52161	14	6,11,14/03
43287	2	27/03	44187	2	5,6,9,13,25,27/03	51143	4	6/03	52164	2	14/03
43300	5	44,47,50/02	44192	1	29,46,48/02;1,18,23/03	51144	3	52/02;1,15/03	52170	3	14,16/03
43301	4	45,50/02	44193	1	1,7,15,18/03	51145	2	42/02;13,22/03	52172	2	40/02;1/03
43302	4	44,47,50/02	44200	9	29,34,52/02;4,9,12,13,22,27/03	51146	3	42,52/02;5,36/03	52180	14	42,43,51/02;1,8,10,13,15,16/03
43303	4	41,47,50,51/02	44203	1	33,48/02;2,5,15,25/03	51150	1	50,51/02;1,13,15,22,33/03	52200	8	7,17/03
43304	2	44,47,50/02	44204	1	48,52/02;2,4,5,7,12,13,27/03	51154	3	50,51/02;13,15/03	52220	7	27/03
43321	6	30,41,47/02	44205	2	48,52/02;2,5,7,12,15,19,22,27,29,31/03	51155	1	50,51/02;1,15,22/03	52221	7	27/03
43323	4	30/02;27/03	44206	1	46/02;4,5,13,16,17,19,24,28/03	51158	2	6/03	52223	4	27/03
43324	4	30/02;27/03	44207	1	4,5,17,19,23,28/03	51159	3	47/02	52240	9	27/03
43341	7	41/02;12/03	44220	5	46/02;4,5,13,16,21/03	51160	20	48,50,51/02;1,4,5,6,7,14,15,21,22/03	53011	2	51/02
43342	7	26/03	44221	1	19,21/03	51163	4	4/03	53031	1	28,30,39,48/02;5,12,14,24,31/03
43345	4	1/03	44222	1	6,13,21,24/03	51164	18	38,45,46,50/02;2,4,8/03	53058	2	4/03
43360	21	28/02;6,10,13,17,20,21,28,30,32/03	44223	1	49/02;5,20,21,24/03	51165	8	45,50/02;2,4,8,10,14,16/03	53060	14	28,30,32,51/02;4,5,9,10,12,14,31,36/03
43363	5	45/02	44240	8	49,50/02;4,7,13,14,15,16,19,21,25/03	51166	3	N45/02	53061	10	28,30,44,47/02;12,16,17/03
43364	5	45,46/02	44243	2	5/03	51167	6	45,50/02;2,4,8,10,16/03	53062	13	1,14,16/03
43373	8	45/02;17,20/03	44260	9	29,34,49,50/02;2,6,12,15,19,22,34/03	51168	2	45,46,50/02;2,4,8/03	53063	9	33/03*
43375	7	46/02;6,7,10,12,16,18,23/03	44280	9	29,34,49,50/02;2,6,12,15,19,22,34/03	51180	5	13,16/03	53064	6	33/02;10,20/03
43384	1	48/02;4,5,6,7,10,11,12,13,15,16,17,18,23,25,26,27,32/03	44281	2	49/02;12,15,19,21,22,27/03	51200	4	14/03	53065	2	33/02
43385	1	45,48/02;5,11,13,20,23,24,26/03				51220	8	33/02;18/03	53066	2	33/02;20/03
44001	2	48,49/02;1,6,7,8,9,11,13,14,P20,23,26/03				51222	6	51/02;16/03	53081	8	30/02;4,5,11,16/03
44015	8	28,31,48,49/02;6,7,8,9,10,11,13,14,24,26/03				51223	2	17,18/03	53082	13	40/02
44030	7	46/02;4,8,9,13,19/03				51240	2	33/02	53083	8	9,10,21,22/03
44036	5	28/02;13,16,17,20,23,28,30,32/03				51260	4	37,50/02;16,18,28/03	53084	6	51/02;14,16/03
44037	5	16,22/03				51261	23	5,6,13,15,19/03	53085	6	51/02;14,16/03
44040	23	28,44/02;6,10,13,16,17,20,22,23,24,28,30,32/03				51263	23	49/02;13,17/03	53086	8	46,48/02;17/03
44041	7	48/02;1,9,10,13,16,20,23,28/03				51341	23	48/02;6,16,34/03	53087	9	48/02;17/03
44042	7	44,45,49/02;4,7,9,10,11,17,19,20,25,27,28,29,32/03				51342	3	1/03	53088	7	33/02
									53089	4	21,22,23/03

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
53090	1	41/02	54168	1	37/02;10,17/03	55049	6	30,41,43/02	57480	8	12,15,23,27/03
53100	16	28,33,39,42,51/02;6,10,13,18,20,21,24,31/03	54169	3	37/02;17/03	55060	7	36,37/02;28/03	57482	12	24/03
53101	7	33/02;8,13,16,24/03	54180	6	41,43,50/02;5,30/03	55061	1	28/03	57483	11	24/03
53104	2	35,42/02;20,24/03	54195	2	5/03	55062	5	28,33/03	57484	19	15,23,24,27/03
53105	20	37/02;8/03	54200	4	5,8/03	55063	1	6/03	57488	6	24/03
53106	6	21,33/03	54201	6	8/03	55064	3	37,48/02;6/03	61000	20	10,15,23,27,31/03
53107	16	35/02;6/03	54222	4	43/02;20/03	55082	9	5,25,32/03	61020	2	28/02;27/03
53110	1	29,40/02;10,15,17/03	54223	2	8/03	55084	7	39/02	61036	8	7/03
53111	3	31,44/02*	54224	2	8/03	55085	9	5,31,33,36/03	61040	6	10,31/03
53120	14	28,39,42/02;5,6,7,13,17,31,35/03	54226	2	50/02	55100	8	29,36,37/02;6,28,29,33,34/03	61050	4	10,15,31/03
53122	3	29,40/02;7,8,16/03	54227	2	50/02	55101	4	7,25,32,34/03	61051	7	15,24/03
53123	3	7,29/03	54266	2	13/03	55102	3	4,5,15,25,32,36/03	61060	5	12,27/03
53125	2	46,51/02;13/03	54279	4	50/02*;2,15/03	55103	2	4,5,15,25,32,36/03	61061	9	10,12,15,24/03
53130	1	42,47/02;10,13,18/03	54280	10	5,15,22/03	55104	2	20,25,26,27,31,35,36/03	61070	4	9/03
53133	4	33/03*	54282	1	51/02	55105	7	48/02;4,5,7,14,19,31,33,36/03	61071	9	18/03
53135	2	51/02;7/03	54283	5	52/02	55110	2	29,36,41,42/02;14,15,29,33,36/03	61080	4	9/03
53141	5	34,51,52/02	54284	1	51/02;15,34/03	55112	2	29,37/02;6,29/03	61090	5	12,27/03
53147	3	36,39,42,51/02;6,7,10,13,17,20,35/03	54287	7	5,15/03	55120	2	36/02;6,14,28,33,34/03	61091	5	12,18,24,27,35/03
53149	2	31/02	54288	5	1/03	55127	2	10,14,24,27,32,36/03	61092	13	18,27,35/03
53160	14	51/02;3,6/03	54289	8	1/03	55128	2	33,36,38/02;1,4,5,8,14,26,27,28,32,34/03	61100	4	10,12/03
53161	8	51/02;3,8,13,18/03	54300	12	31/02	55129	7	33,36,37/02;6,15,27,34,35/03	61110	3	28/02;25/03
53162	7	50/02*;15/03	54302	1	31/02;21/03	55130	2	45/02;5,14,19,32,33,34/03	61111	12	25,27,34/03
53164	9	37,51/02	54318	3	1,14/03	55131	1	36,45/02;6,19,25/03	61112	10	35/03
53165	13	39/02;8/03	54320	4	48/02;1,24,25/03	55133	3	5,14,34,36/03	61120	4	28/02
53180	10	33,34,43,51/02;1,3,6,7,13,15,18,20,21,29/03	54321	2	25/03	55139	5	41/02	61130	3	28/02
53181	4	34/02;1,13,21/03	54322	7	1/03	55140	2	1,5,14,29,33,34,35,36/03	61141	6	38/02;35/03
53182	4	36/02;15,16/03	54327	4	31/02	55150	2	28,29,37/02;15,36/03	61142	6	38/02;7,35/03
53183	13	35/02;20/03	54329	4	5/03	55160	2	28,29,42/02;29/03	61190	4	39,41/02
53184	5	32,35/02;1,6,13,18,20/03	54332	3	25/03	55161	1	29/02;17/03	61204	5	13/03
53200	6	33,36,43/02;5,6,7,15,16,20,30/03	54333	3	25/03	55170	2	29,31,36,41/02	61300	2	7/03
53201	6	51/02;18,21/03	54334	3	5/03	55175	1	28/02	61310	2	33/02;7/03
53202	6	15,17/03	54335	3	24/03	55180	2	33/02;1,15,29,33,36/03	61311	5	33/02
53203	11	5/03	54337	3	31/02	55190	2	6,20,27/03	61312	3	33/02
53204	10	44/02;5/03	54339	8	31/02;12/03	55200	2	8,10,20,25,26,27,28,32,33,36/03	61331	4	7/03
53205	3	5,26/03	54340	8	48,51/02;3,4,24/03	56031	1	1,2,17,21/03	61400	2	7/03
53206	6	5,25/03	54341	4	23/03	56041	4	21/03	61410	2	7/03
53220	6	36,43,51/02;5,16/03	54342	10	48/02;4,5,11,12,13/03	56044	3	38/02	61430	2	7/03
53223	5	29/02	54344	6	48/02;24/03	56060	9	27/03*	61433	1	7/03
53226	3	3*,17,18,35/03	54346	8	11,12,13/03	56063	1	16/03	61434	2	7/03
53242	12	52/02;1,13/03	54347	4	51/02	56064	6	38/02;2,16/03	61560	2	7/03
53244	2	1/03	54350	4	51/02	56065	3	33,38/02;16/03	61562	2	6/03
53262	7	42/02;21/03	54351	7	52/02;26/03	56067	3	48/02*;20/03	61581	5	28/03
53263	1	37/02;17/03	54352	3	52/02;1,3,33/03	56081	19	41/02	61582	4	28/03
53264	5	17/03	54360	12	52/02;20,21,34/03	56082	16	29/03	61591	4	28/03
53265	6	35,41,46,52/02;15,16/03	54362	3	52/02	56083	2	31/02	61610	7	28,29/02;34/03
53266	4	1,8,13,17/03	54363	3	21/03	56100	14	33/03*	61611	11	28/02;34/03
53268	4	42/02;7/03	54364	2	52/02	56101	6	33/02;1/03	61612	4	28/02;34/03
53269	5	17/03	54365	6	36/02;11,21/03	56102	23	1/03	61650	3	12/03
53279	3	7,15/03	54369	4	52/02;20,21,34/03	56103	6	30/02;1,33/03	62000	20	46/02
53281	4	31,40,52/02;15,18/03	54380	6	42/02;3,16,18,28,34/03	56104	3	22/03*	62001	5	11*,28/03
53282	8	40/02	54382	9	16,28/03	56120	12	1/03	62024	13	38,40/02;29/03
53283	4	33,52/02	54386	10	42/02;16,18/03	57029	9	12/03	62028	15	10/03
53284	4	33,40/02;7,21,24/03	54387	7	42/02;16,18,30/03	57035	10	10,12,23/03	62032	16	11*,17,21/03
53285	4	35/02;7,15/03	54389	8	43,52/02	57063	5	40,41/02	62033	3	N11*,N17,N21/03
53287	6	35,42/02;1,5,7,8,10,15,22/03	54400	8	32,43/02;3,16,22,30,36/03	57064	3	41/02	62046	3	19/03*
53290	1	35/02	54402	4	52/02	57101	18	41/02	62050	6	44/02
53301	4	22/03	54403	4	43,52/02;24,30,36/03	57103	2	16/03	62092	7	41/02
53302	4	51/02	54407	4	32,43/02;3,7,16,30/03	57120	13	43/02	62093	7	41,49/02
53303	6	49,51/02	54409	2	32/02;7,8,12/03	57140	10	43/02	62095	3	11*,32/03
53306	2	39/02;31/03	54413	3	31/02	57141	14	43/02	62098	7	33/03*
53311	3	39/02	54416	5	33/03	57142	6	43/02	62100	6	P23,26/03
54040	3	37/02;6,10,20/03	54417	1	30/03*	57160	10	43/02	62110	9	P23,26/03
54041	7	35/02;4,8,16,17,24/03	54418	4	32,43/02;3,7,16,30/03	57161	4	31/02	62140	1	34,40/02
54043	2	29/02;17/03	54419	2	3/03	57162	7	43/02	62142	10	28/02;32/03
54060	5	37/02;16/03	54421	6	28,47/02;36/03	57164	2	43/02	62143	3	28/02;32/03
54061	11	52/02	54423	5	48/02*;17/03	57165	1	43/02	62170	2	38/02
54063	3	1,13/03	54430	1	28,37,43/02;36/03	57170	1	43/02	62171	4	38,47/02
54081	3	10/03	54440	4	30,41/02;17/03	57200	6	11/03	62191	15	11*,15,28/03
54085	2	40/02;15,24/03	54441	6	30,42/02;2/03	57220	4	11/03	62193	17	31/02
54090	3	46/02*;11,15,19/03	54462	5	17/03	57241	12	31/03	62194	8	31,36/02;4/03
54095	3	46/02*;8,15,30/03	54464	5	17/03	57260	3	23/03	62195	7	19/03*
54105	3	46/02*;8,13,17,19/03	54480	8	30,36,41/02;2,17,21/03	57261	2	23/03	62200	9	21/03*
54115	3	46/02*;15,30/03	54481	8	30,36/02;33/03	57262	4	23/03	62222	5	19/03*
54120	5	37,39,41/02;15,17,19/03	55001	4	29,36,37,42/02;14,15,28,29,33,35,36/03	57381	12	52/02;15,16,23/03	62225	3	37/02;17/03
54125	3	46/02*;15,17,30/03	55040	4	28,31,32,39,41/02;16,20,21,35,36/03	57400	4	12/03	62241	10	9/03
54140	7	41/02;15,30/03	55041	7	32/02;21/03	57408	2	12,24/03	62242	11	47/02;9/03
54151	1	3/03	55042	1	28,42/02;17,35/03	57420	3	12/03	62250	4	34,38/02;32/03
54161	12	10,20,21/03	55043	2	28,37,39,42/02	57460	4	10,12,29/03	62270	4	37,41/02;29,32/03
54165	2	33,37/02	55044	5	41,43/02;16/03	57471	3	12,15/03	62271	5	37,41/02;10/03
54166	3	10/03	55045	2	41/02	57472	2	12/03	62290	3	37,41/02;10,21,P23,26/03
54167	2	20/03	55046	4	30,31,37,38,39,41,48/02;18,19,35,36/03				62295	3	21,P23,26/03
			55048	12	32,36,37,39,41,48/02;20/03				62302	2	4/03
									62310	2	29/03
									62330	2	38,40/02
									62340	3	38/02
									62343	3	8/03

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
62350	3	10/03	63110	4	40/02;16/03	71305	2	31,34,36/02;2,13,23/03	74004	2	35,37,39,47/02;9,30/03
62355	6	8,29/03	63111	9	48/02;9/03	71311	4	7/03	74005	2	31,34,35,46,47,51/02;4,7,9,16,27,30/03
62360	5	38/02;12/03	63120	2	44,48,52/02;8/03	71313	8	45/02	74006	2	31/02
62361	2	N38/02;N12/03	63121	5	48/02;5,8/03	71314	5	6,10/03	74007	1	36/02
62366	4	33/03*	63150	1	31/02	71315	2	31,34/02	74008	6	51/02
62391	5	33/03*	63200	5	52/02;30/03	71320	1	35/02;5,14,33/03	74009	10	38,49/02;8,9,21,36/03
62393	7	34,37,50/02	63201	9	40/02;30/03	71325	8	5/03	74012	10	37,40,49/02;6,8,19,20,27,36/03
62394	10	34,37,50/02	63205	2	30/03	71330	13	35/02;5,33/03	74015	10	40/02;21,31,36/03
62395	3	25/03*	63210	3	45,52/02;16,30/03	71331	11	5,7,8,33/03	74016	3	27/03
62400	17	33/02;4,9,31/03	63220	5	45,52/02	71333	2	6,7,33/03	74017	4	37,45/02;18,31/03
62401	9	6,10/03	63230	6	45/02	71335	2	8/03	74018	6	44/02
62402	10	10/03*	63231	8	31,45/02	71340	11	40,46/02;2,4,5,6,7,33/03	74020	4	33,37,38,43/02;5,18,31/03
62404	3	6/03	63232	3	45/02	71343	3	7/03	74021	7	33,35,39,44/02;7,10,26,31,35/03
62406	2	33/02;28/03	63233	15	31/02	71348	3	35/02;7,23/03	74024	7	31,44/02;36/03
62408	7	10/03	63240	4	19/03	71349	2	23/03	74027	9	43,44/02
62409	6	7/03	63250	6	29,40/02;11/03	71350	8	5,6,7,14/03	74030	6	28,51/02
62411	1	52/02	63252	1	33/03	71400	5	14,23/03	74053	2	28,51/02
62413	12	28/03*	63271	8	52/02;8/03	71401	1	40,46,51/02;5/03	74054	2	28/02
62417	1	52/02	63290	7	31,32,38/02;10,22/03	71402	1	40,46/02;4,5,6,33/03	74151	9	36,44/02;2,20,29/03
62419	6	33/02;8/03	63291	9	33/02;16/03	71410	1	39/02;12,23/03	74152	11	36,44/02;27,30,34/03
62420	5	33,37,39/02;8/03	63310	5	11/03	71420	1	38,39/02;3,12,14,23/03	74153	2	36,44/02;2,27/03
62429	9	39,43/02	63320	8	30/02	71430	3	11*,20,23/03	74162	4	36,46,47/02;8/03
62431	8	37/02	63321	6	30,42/02;9/03	71440	2	11*,23/03	74171	4	33,36,47/02;3,10,18,20/03
62432	16	13*,30/03	63322	2	30/02;9/03	71445	1	7/03	74172	5	36,47/02;7,10,18/03
62433	12	30,31,34,45/02;1/03	63330	9	39/02;4/03	71450	1	7/03	74181	8	28,33,35,37,38,39,47/02;10,34/03
62434	9	40,46,52/02;8,12,17,18,21,23/03	63337	15	31,39/02;4/03	71455	2	11*,23/03	74182	12	28,33,35,37,38,39,41,42,44,51/02;6,10,17,25,34/03
62437	10	30*,32,35/03	63370	1	20/03	71460	1	41/02;23/03	74183	11	38,39,42/02;4,6,17,25/03
62439	4	1/03	63400	1	39/02;8,11/03	71470	2	38/02;14/03	74184	10	28,33,35,37,38,46,48/02;17,34/03
62440	8	16/03*	63410	6	39/02;8,9/03	72000	8	31,32,35,47,50/02;2,20,21,23,24,27/03	74186	7	34/02;4,10,17,21,27,30,36/03
62441	10	36/02	63413	5	39/02	72007	10	30,36,38,47,51/02;2,5,7,11,27/03	74190	7	35,36,37,46/02;1,16,31,34/03
62442	6	24/03	63420	2	39,45/02;8/03	72014	10	46/02;7,19/03	74191	2	35,46,48/02;1,7,9,29/03
62453	4	16/03*	63424	2	45/02	72021	8	31,36,38,47,50,51/02;7,20,23,27/03	74192	3	28,35,46/02;1/03
62455	7	39,43/02	71005	1	34/02;2,6,12,13,16,23/03	72028	7	31,34/02;22/03	74200	8	28,37,46/02;1,8,32/03
62457	6	11/03*	71006	5	39/02;23/03	72035	8	31/02;8,21,27/03	74201	9	32/03
62459	2	6/03	71009	3	39,46,48/02;1,6,7/03	72045	2	8,27/03	74202	3	1,7,27/03
62460	4	31,33/02;10/03	71012	3	33,39,46/02;1/03	72050	4	23/03	74204	5	37/02;1,7,8,32/03
62464	2	31,49,50/02;4/03	71015	4	23/03	72060	8	32,50/02	74205	2	27,32,35/03
62480	2	16*,18,32/03	71018	10	33,35,37/02;7,12,13,15,21,25,26,27/03	72070	4	32/02;2,9/03	74206	2	34/02;27,32,35/03
62490	2	16*,17,18,21,32/03	71027	9	34,38,45,49/02;2,4,5,14,18,23,33/03	72075	2	9/03	74210	7	7,17/03
62498	4	31/02;4,9,31/03	71033	31	37,38,49/02;3,12,14,15,23/03	72080	7	51/02;2,9/03	74220	8	35,47,51/02;30/03
62499	4	31,49,50/02;4,9,31/03	71036	8	35,44/02;12,14,23,26/03	72085	3	15/03*	74221	2	35,51/02;30/03
62510	3	11*,12/03	71040	5	34,42/02;7/03	72094	2	29,38/02;7/03	74229	2	33,37,43,47/02;18,26/03
62512	3	N11*,N12/03	71042	1	34/02	72100	7	29/02;7,19/03	74230	7	28,39,42/02;5,7,36/03
62515	2	45/02	71045	2	23/03	72103	2	29/02;4,6,7,19/03	74231	7	35/02;3,21,36/03
62520	6	20*,28,32/03	71058	2	36/02	72105	2	36,38/02;7,11,19/03	74232	9	5,7,21/03
62521	4	N20*,N28,N32/03	71059	1	36/02	72107	2	29/02;7,19/03	74234	1	8,17/03
62530	6	20*,28,32/03	71061	15	36/02	72109	3	42,44/02	74240	8	34,39,42/02;4,5,7,8,9/03
62531	4	N20*,N28,N32/03	71066	1	39/02;6,7,10,24/03	72130	4	46/02	74251	8	31,32,34,37,42,44,46,51/02;6,9,17,21/03
62540	6	29,31,32,34,40,45,48,50,52/02;8,12,17,18,21,30,35/03	71081	3	21/03	72131	3	11/03	74252	9	47/02;5,7,9/03
62541	3	N29,N31,N32,N34,N40,N45,N48,N50,N52/02;N8,N12,N17,N18,N21,N30,N35/03	71091	4	1,2/03	72161	10	10/03	74253	6	32,47/02;8,9,16,20,21,30/03
62550	3	16*,28,32/03	71140	6	33,39,46/02;1/03	72181	2	36/02;7,11/03	74261	9	41,49/02;4,10,30/03
62560	4	16*,18/03	71180	29	33,37/02;7,12,13,15,21,23/03	72190	2	30/02;10/03	74265	2	31,38,41,43,47,49/02;7,9,16,21,30/03
62570	4	31,32,33,34,36,40,45,48/02;8,12,17,18,30,35/03	71183	13	32/02	72201	8	8/03	74270	3	31,38/02;7/03
62580	3	32,33,45/02;12,35/03	71185	24	7,13,15/03	72211	6	43/02;5,8/03	74271	9	28,38,46/02;19,26,27,29,30/03
62590	2	28,29,36,40,46,48/02;8,12,17,18,21,23,30/03	71186	2	7/03	72223	8	27/03	74272	7	32/02;4,19,29,30/03
62591	3	N28,N29,N36,N46,N48/02;N8,N12,N17,N18,N21,N23,N30/03	71210	18	44/02;3,23,27/03	72231	8	31/02;21/03	74273	5	31,38,41,43/02;7,19,27/03
63000	13	28,48/02	71211	4	38/02	72236	1	9,12/03	74281	7	3,30/03
63005	18	31/02;16/03	71212	1	38/02	73000	9	40,52/02;10,20,21/03	74283	2	46,49/02;27/03
63010	14	29,31,52/02	71230	11	38/02;6/03	73002	4	30/02;5,11/03	74285	2	31,34,35,45/02;1,9,16/03
63015	11	31,38,40,52/02;9/03	71241	10	6,12,16,20/03	73004	4	10/03	74286	2	29,35/03
63020	15	31/02;4,9,11/03	71243	5	15/03*	73008	8	11,13,23/03	74287	2	34,38,52/02;9/03
63040	2	46/02	71247	18	5,6,8,14,17,21,22/03	73012	6	11/03*	74289	5	9/03
63050	2	46/02	71248	2	N51/02*;N1/03	73014	10	48,52/02	74290	11	34,39,45,46,48,49,51/02;1,7,9,10,16,27,30/03
63054	3	31/02	71249	2	35/02	73016	4	44/02	74292	8	34,38/02;9,27/03
63055	2	29/02	71251	11	35,40/02;1,15,21/03	73020	9	9,21,22/03	74293	7	34,45,48/02;9,16/03
63060	7	28,32/02	71253	10	35,40,42/02;5,6,7,13,14,16,17,21/03	73024	3	39/02	74294	3	34,45/02
63062	7	28,29/02;7,16,18/03	71255	6	28/03*	73030	4	22/03	74295	3	4,9,27,29,35/03
63063	9	29/02;20/03	71257	2	28/02;5,6,7,12,13,16/03	73032	4	9,22/03	74296	4	34,38,49/02;9,27/03
63070	3	28,29/02;16/03	71258	2	28,35/02;5,6,7,13,22/03	73041	2	5/03	74320	3	35/02;8,18/03
63080	5	28,31,48/02	71259	3	15*,17,19/03	73191	3	7/03	74340	3	16/03
63090	8	31/02;15,30/03	71261	8	35/02;2,16/03	73271	7	13/03			
63091	4	32,39,48,52/02;9/03	71262	7	6,33/03	73552	4	34,45/02;1,7,9,10/03			
63100	2	44/02;30/03	71265	3	46*,49/02;7,13,15,16,20/03	73570	7	34,45/02;1,10/03			
63101	15	15,30/03	71271	10	30,34,52/02;19/03	73580	4	52/02			
63102	19	15,30/03	71272	10	30,34/02;19/03	73581	4	52/02;3/03			
63103	17	29/02;15,16/03	71275	3	35/02;2,6,16,19,33/03	73590	6	31,47,52/02;36/03			
			71281	7	51/02;34/03	73601	3	31,34,35,47/02			
			71285	3	30,34,52/02;13,19/03	73610	4	31/02			
			71295	2	30,34,39,40,52/02;12,19/03	73631	4	36,46/02;1,17/03			
						73640	5	36/02;16/03			
						74000	6	36,47/02;2,7,18/03			
						74002	2	28,35,47/02;31/03			
						74003	5	28,47/02;7,10,31,34/03			

CHARTS AFFECTED BY NOTICE TO MARINERS NM 28/02 THROUGH NM 36/03

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
74350	4	16/03	75215	2	36,39,40,52/02;7,33/03	92560	4	45/02	94187	3	32/02;14,23,36/03
74376	5	43/02;9,16/03	75220	12	36,39,49/02;4,20,26/03	93006	2	39,45/02;4,8,10/03	94188	2	44,46,47,51/02;8,28/03
74380	4	32/02;8,9,26/03	75222	8	35,40/02	93010	6	38,40,41/02;2,13,14,18,24/03	94201	1	51/02;24,28/03
74391	3	26/03	75240	4	36,39/02;2,4,27/03				94203	10	41,42,44,46,47,52/02;10,11,24/03
74392	7	39/02;25/03	75241	6	34,36/02;26,35/03	93018	8	1,14,18,24/03	94206	3	41,42,44,47,52/02;11,19/03
74393	9	28,31,38,41,50/02;3/03	75251	5	33,48/02;3,19/03	93020	2	38/02;4,13/03	94207	5	N42,N44,N47,N52/02;N11,N19/03
74394	2	28,31,41,49,50/02;3/03	75261	6	33,36,48/02;3,6,26,31/03	93025	5	45/02	94208	6	N44/02
74410	3	38/02;7/03	75262	6	38/02;16/03	93030	6	45/02	94216	6	45/02;10,17/03
74415	1	39/02	75263	9	32/02;5,26,31/03	93032	3	45/02;24/03	94217	4	30/02;6/03
74420	3	45/02;19,27,30/03	75264	17	33,34,37,41,42,44,45/02;2,27,32/03	93043	1	45/02	94218	3	30,36/02;6,18/03
74430	2	49/02				93046	1	45/02;5/03	94219	1	47/02
74440	3	32,39/02;2/03	75265	2	6,20,31,32/03	93047	2	45,49/02;24/03	94220	4	41,42,47,49/02;8,10,11,17,18,33/03
74450	3	49/02;2/03	76015	1	29,35,40/02;28/03	93048	1	35,49/02;5,14,33/03	94260	5	49/02;1,6,11,31/03
74455	3	48/02;1,4/03	76030	9	49/02	93049	1	45/02;4/03	94280	5	51/02;15,32/03
74460	4	37,40,46,49/02;6,20/03	76050	8	49/02;18,28/03	93061	4	45/02	94281	6	6/03
74465	2	9,36/03	76052	8	4,5,28/03	93101	2	N34,N38/02;N2/03	94282	9	46/02;8/03
74470	2	8/03	76054	5	49/02	93110	2	38,40,41/02;1,2/03	94283	7	46/02;2,8,12,32/03
74475	2	44/02	76056	3	9/03	93115	2	40,41/02	94290	2	1,7,31/03
74480	2	44/02	76060	7	40/02	93117	2	40,41/02	94322	14	8/03
74485	3	43/02	76061	3	40/02;9/03	93160	4	34/02;1,14,24/03	94360	6	32,43/02;6,13/03
74493	3	38,43,45/02	76070	9	35/02;28/03	93180	7	34/02	94361	13	32/02;13,15/03
74494	2	41/02;8,9,16/03	76071	9	35/02;28/03	93220	6	34/02	94363	4	32,43/02;16,18,29/03
74510	2	33,35,37/02;5,10,17,18,35/03	76080	8	1,18/03	93240	11	34/02;16,24/03	94380	4	N5,N6,N18/03
			76081	7	28/03	93241	9	8,16,25/03	94384	3	5/03
74515	4	28,33,35,39/02;4,7,10,31,35/03	76083	3	1/03	93243	6	42/02	94420	10	45/02;4/03
			76140	7	46/02	93244	7	16/03	94423	12	45/02;11/03
74517	3	39,41/02;4,31/03	76141	8	46/02;28/03	93245	6	16,24/03	94427	2	N32/02
74521	3	28,41/02	76142	1	46/02	93260	8	31/02;7,18/03	94440	2	46/02;18/03
74527	2	28/02	76144	1	28/03	93261	5	31/02;7/03	95016	8	40/02
74530	2	28,44/02;36/03	76146	1	28/03	93280	4	18/03	95040	8	40/02;11/03
74535	2	31,42,44,48/02;36/03	76147	1	28/03	93360	5	38/02	95041	7	23/03
74545	3	28,40/02;18,32/03	76150	6	35/02	93520	13	45/02;15/03	95060	13	40,43,44,47,48,52/02;1,6,11,14,17,19,21,23,29,31,33/03
74550	4	5,32/03	76160	4	28/03	93610	3	44,45/02;6/03	95065	5	48/02;10,31/03
74555	3	34,43,44,48,51/02;5/03	76161	10	40/02	93650	2	44/02;6,24,28/03	95066	11	41,43,44,47,48,49,50/02;1,5,6,17,19,21,23,25,27,31,32,33/03
74560	10	28,32,40,43,46,48,50/02;4,5,18,31,32/03	76162	1	18,28/03	93652	2	3,6,24/03	95067	13	41,44,46/02;1,5,10,17,23,28/03
			76170	7	29/02;28/03	93680	3	45,47/02;24/03	95068	1	41,42,45,47/02;12,14,17,25,28,29/03
74561	2	5/03	76180	1	28/03	93690	2	44/02;6/03	95080	13	30,33,40,44,45,50,52/02;1,6,7,9,10,14,17,19,21,24,25,27,28,30,31,32/03
74581	9	32,34,36,40,41,43,45/02;27,31/03	81048	8	28/03	93698	3	45/02;28/03	95082	9	30,33,44,46/02;1,4,7,11,17,25,27,28,30/03
			81054	13	14*,27,28/03	93710	3	6,15/03	95083	8	33/02;1,4,19,28/03
74582	9	28,40/02;17,20,27,31/03	81067	5	51/02;10,12,16,25/03	93720	10	39,45,50/02;8,15,17,20,24,28/03	95084	7	50,52/02;8,12,17/03
74583	15	32,34,40,43,44,48/02	81076	9	51/02;10,12,16,27,36/03	93721	5	32,39,42,45,50/02;4,11,17,20,23,25/03	95085	4	45,52/02;1,6,11,12,27,33/03
74584	5	32,34,41,43,45/02;26,27,36/03	81092	3	38*,50/02;32/03				95086	5	45,52/02;1,6,8,11,12,23,27,31,33/03
			81711	6	31/03	93725	6	45/02;24/03	95087	3	33,40,48/02;1,8,30,31/03
74590	2	28,51/02	81715	4	31/03	93726	4	48/02;8,12,17/03	95100	12	38,39,43,44,45,46,47,50,52/02;1,4,6,7,8,9,10,17,23,25,27,28,29,31/03
74591	7	40/02;8/03	82005	5	17/03	93730	3	39,40,42,45,47,50/02;2,4,17,24,28,31/03	95101	8	39,44,50/02;1,5,6,9,14,17,28,31/03
74595	2	28/02	82010	6	17/03				95102	8	38,42,45,46,47,48,50,52/02;1,4,5,8,13,14,17,23,25,27/03
75000	6	47/02;6,31/03	82200	2	17/03	93733	13	32,39,45/02;4,19,20,25/03	95103	8	42,43,45,47,52/02;4,6,7,10,12,19,27,28,31/03
75001	3	47/02;5,6,31,32/03	82210	2	42,48/02				95120	7	42,43,52/02;1,4,14,21,26/03
75010	7	41,42,50/02	82242	1	35,48,50/02	93734	11	32,45/02;4,19,20,25/03	95138	8	45,46,48,49,50,52/02;8,16,17,19,23,24,25,27,28,30,35,36/03
75025	9	36,39/02;2,4,8,25,27,36/03	82244	5	35,42,48/02;20/03	93736	22	32,41/02;4,20,25/03	95140	15	38,40,41,44,48,49,52/02;1,7,8,9,10,17,21,24,25,27,29,33,35/03
			82646	2	33/02	93778	8	47/02;7/03	95141	8	45,47,50,52/02;1,6,7,8,17,19,21,23,25,29/03
75035	18	36,39/02;2,6,26,27/03	82649	5	33/02	94004	6	29,30,33,37,44,52/02;8,9,10,12,17,18/03	95142	9	50,52/02;8,10,19,23,29/03
75051	6	5/03	82683	4	33/02;17/03	94016	2	33,35,52/02;3,9,10,14,17,21,33/03	95143	11	40,45,47,48,49,50/02;1,5,6,7,8,9,10,11,12,13,16,17,19,23,24,25,27,28,30,36/03
75110	2	50/02	82684	3	33,38/02;7/03						
75120	2	42/02	82689	3	38/02;17/03	94028	7	40,42,52/02;1,6,7,8,9,11,14,17,21,24,27,31,33/03			
75130	16	31,34,41,50,51/02;5,7,8,16,19,25,26/03	82694	6	38/02;17/03						
			82697	6	38,46/02	94033	5	19,21,23,29/03			
75131	7	28/02;17/03	83010	6	6/03	94040	13	30,37,47,51/02;6,8,10,17,18,28,31/03			
75132	11	31/02;17,19,25,29,32,35/03	83021	1	43/02	94042	9	47,51/02;7,18,24/03			
			83023	4	43/02	94060	10	29,30,33,37,46,47/02;7,8,10,12,14,15,18,24,31/03			
75134	3	33,51/02;5,19,29/03	83025	1	12/03						
75142	5	28,36,42,50/02;35/03	83026	32	41/02;6/03	94061	5	33,35,47/02;23/03			
75143	4	28,32,33,36,38,42,50/02	83039	11	41/02;6/03	94063	4	29,33,41/02;8,18/03			
75144	3	31,33,36,42,51/02;4,10,18,25,30/03	83251	2	2,12/03	94067	10	33/02;10,11/03			
			83252	8	2,12/03	94080	7	29,30,33,44,48/02;10,19,22,32/03			
75150	5	50/02;16,19,26/03	83253	2	12/03						
75160	6	17,18,19,25,32/03	83392	5	31/02	94082	8	30,44/02;8,19,22/03			
75170	12	38,39/02;8,25/03	83393	2	N31/02	94083	12	44/02			
75171	22	31,32,33,36,38,40,42,48,52/02;1,6,16,26,35/03	83397	6	1/03	94120	6	33,38,48,52/02;9,10,17,18,21/03			
			83425	6	35/02						
75172	5	39/02	83484	10	23/03	94122	7	30,40/02;35/03			
75173	9	31,32,33,36/02;1,6,20,26,35/03	83574	2	7/03	94123	9	33,38,42,44,52/02;9,10,15,17,18,28/03			
			83580	2	8/03						
75175	9	31,33,38,40,45,50/02;6,18/03	91005	6	45/02;19/03	94124	13	38,42,44/02;10,15,17,25,28/03			
			91008	1	29,44,48/02;8,10,12/03	94127	2	33,38/02;6,9,13,16,18/03			
75176	9	42,50/02;25,26,32/03	91010	6	29,48/02;10,12/03	94160	7	33,38,44,46,47,50,51,52/02;9,10,12,16,17,18,19,28,31/03			
75177	7	38,48,50,52/02;6,26/03	91020	5	19/03						
75180	2	8,25/03	91170	2	38,41,44/02	94164	2	46,50,51/02;12,16,19/03			
75185	2	47/02;8,36/03	91280	7	19/03	94165	4	50/02;18,24/03			
75190	2	47/02;25,36/03	91294	8	19/03	94180	9	32,42,44,47,50,51/02;23,28/03			
75191	6	37,38,43,47/02;8,19,30,34,36/03	91297	9	19/03	94184	2	N51/02			
			92006	5	45,46/02;5/03						
75193	6	49/02;1,5,7,10,16,19,35/03	92033	5	45/02						
			92290	2	19/03						
75207	2	36,52/02;4,16,33/03	92296	3	19/03						
75208	2	50/02;30,33/03									
75213	2	36,52/02;33/03									

CHARTS AFFECTED BY NOTICE TO MARINERS

NM 28/02 THROUGH NM 36/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
95144	9	38,41,46,48,50,52/02;1,6,8,9,10,11,13,16,21,23,24,35/03	96621	5	10/03	97190	2	34,39,52/02;8,13/03	97382	2	41,45/02;4/03
95146	14	36,38,39,40,41,44,46,47,48,50,52/02;1,8,9,16,21,23,24,31,32,35/03	96660	4	36/03	97200	9	52/02;8,16,17,22,25,26,29/03	97383	16	31/02;5,7,13/03
95147	13	39,41,44,45,46,47,48,49/02;1,5,9,19,23,25,28,29,31,32,35,36/03	96760	4	29,35,45/02	97201	7	18,28/03	97384	4	47/02;19/03
95149	9	34,36,37,38,41,43,48,49,52/02;8,9,19,24,25,27,30,32,35/03	96762	3	29/02;17/03	97202	15	43,44,52/02;20,25/03	97385	10	31,52/02;5,6,7,9/03
95151	17	34,36,37,38,40,47,50/02;1,5,19,23,28,29,30/03	96763	7	29,43,48/02;9,17,32/03	97204	9	28,29,45,52/02;4,6,10,19,20,25,33/03	97387	2	4,5,7/03
95152	5	37,38/02;6,9,19,28,30,31,32,35/03	96764	3	34/03*	97205	3	18,28/03	97389	1	39/02
95153	2	34,36,37,38,43/02;19,25,32/03	96800	4	41/02	97206	2	23/03	97390	5	31,39,40/02;2,5,12,16,36/03
95160	13	41,42,47,52/02;1,6,8,9,11,17,19,21,24,25,27,33,36/03	96901	3	7/03	97218	3	41/02;6,33/03	97391	26	31/02;6,7,12,16/03
95161	16	31,40,45,48,50/02;1,5,6,8,9,10,17,19,23,25,27,30/03	96902	2	45/02	97219	4	31/02;6,9,13,20,23,25/03	97392	5	1,21,23,26,33/03
95162	2	40,44,47/02;10,14,19,30,35/03	96904	3	34/03*	97220	3	31,37,39,42,43,44/02;6,8,9,17,18,23,29,33/03	97396	14	36,39,40/02;2,16,17,23,33/03
95163	2	1,6,9,10,13,14,17,21/03	96910	1	10/03	97221	20	31,37,39,42,44,45,49,52/02;6,8,9,10,13,17,18,19,20,22,23,25,26,29,33/03	97397	7	39,49/02;16,26/03
95164	4	43,48/02;1,6,9,27/03	96937	2	40/02	97222	12	28,47/02;10,22,29/03	97398	3	49/02
95167	10	44/02;1,6,9,11,14,17,21/03	96938	4	4/03	97223	3	42,44,48/02;16,17,22,23/03	97400	4	1,12,17,21,34/03*
95169	2	44,50,52/02;11,16,23/03	96939	3	4,7,9,22/03	97224	6	46,47,49/02	97410	8	17,19/03
95171	1	1,6,9,21/03	96941	8	47/02	97225	31	37,39,42,44,45/02;6,8,9,10,17,18,19,23,25,33/03	97412	7	40/02
95172	1	1,9,21,32/03	96943	15	44/02;1,9,10,12,20,22,23,33/03	97226	7	18/03	97420	17	34,39,42,47,52/02;1,8,10,33/03
95173	1	50,52/02;1,28/03	96944	6	45,52/02;6,13,20/03	97227	11	42,43/02;9,18,30,34/03	97421	13	35,36/02;1,10,13,20,26,36/03
95174	1	50,52/02;12,27/03	96945	3	43,52/02;20,22,23/03	97228	15	28,30,39,40,42,43/02;5,6,9,15,17,18,20,21,22,27,29,35/03	97423	2	35,36/02;1,13,20,26,36/03
95176	2	31/02;8,11,30,35/03	96947	15	6,12,13/03	97229	12	31,36,39,47/02;6,8,9,18,28,33/03	97425	6	34,39,47,52/02;1,6,8,10/03
95177	1	41,50/02;9/03	96948	8	21,22/03	97230	18	29,36,52/02;6,9,28,33/03	97440	8	52/02;1,16,19,27/03
95180	11	40,42,44,49/02;1,6,9,10,21,23/03	96949	21	45/02;22/03	97231	11	41/02;6,23,33/03	97441	5	46/02
95185	2	31,40,44,49/02;10,35/03	96960	3	7/03	97232	8	22,25,33/03	97443	6	15,19,25/03
95200	6	23/03	96962	4	30,35/02;1,9,22,33/03	97233	11	31,33,43,44,49/02;1,5,6,9,15,16,23,33,35/03	97460	7	40/02;5,19,21/03
95250	4	44/02;1,6,16,20,22,36/03	97000	3	17/03	97234	17	29,43,47,49/02;1,6,8,9,16/03	97461	9	5,8,19,21,22,23,26/03
95255	2	44/02;1,7,13/03	97040	5	43,47/02	97236	20	31,47/02;9,16,23,35/03	97465	9	1,6,8,19,20,22,33/03
95258	3	6,16,18/03	97041	9	45,47/02;10,12,22/03	97237	10	31,33/02;1,5,9,16,23/03	97466	2	46/02;1,23,27/03
95261	7	48/02;1,5,9,16,23,28,36/03	97042	7	14,20/03	97241	6	10/03	97469	10	1,6,8,19,20,22,33/03
95262	13	41,46/02;1,6,9,27,36/03	97043	2	14,20/03	97243	8	28,29,31,33,48/02;1,5,6,21,27,33/03	97471	5	N31/02;N22,N33/03
95264	8	48/02;25/03	97060	8	46/02;12,14,22,26/03	97244	5	9/03	97472	8	34/02;33/03
95267	5	13,20,23,26,36/03	97061	3	52/02	97245	11	28,36/02;1,5,9,29/03	97474	7	22/03
95268	16	39,48/02;6,9,13/03	97062	12	44/02;6,10,22,26,34,35/03	97246	7	43,52/02;5/03	97480	7	35,52/02;3,9,10,17,18,21/03
95270	4	48/02;9,10,13,20,21,22,23,26,36/03	97064	2	6,14,33/03	97251	4	6,10,17,36/03	801217	1	N49/02;N5,N12,N13,N16,N36/03
95271	4	44,48/02;9,10,12,13,20,26,36/03	97080	5	16,22,26/03	97261	15	41/02;1,5,7,18,21,26/03	801885	3	N28/02;N34/03
95273	2	48/02	97082	5	46/02;16,34/03	97262	10	29,34/02;1,5,6,7,15,21,26,33/03	801902	9	N25,N31/03
95274	3	48/02;23,28,36/03	97083	3	29,34,35/03	97263	10	5,7,9,15,18,21/03	802202	8	N31,N35/02;N1,N7/03
95280	9	48/02;8,20,26/03	97100	4	28,42,47/02;16,17,26/03	97266	5	37,41/02;1,5,6,7,14,15,18,26/03	804037	1	N28/02
95281	15	7,10,14,36/03	97101	1	28/02;21,25,26/03	97267	16	29,40,41/02;1,5,6,8,10,13,18,26,27/03	804567	4	N31/03
95282	7	46,52/02;4,6,9,19,20,22,23/03	97104	4	7/03	97268	10	6/03	805118	3	N12,N36/03
95285	3	18,20/03	97108	3	21,25,26/03	97269	11	45/02;8,13,18,27/03	805647	2	N37,N51/02;N30/03
95300	5	45,48,52/02	97120	6	28,31,37,40,42,43/02;9,14,16,17,25/03	97270	6	36,44/02;1,5/03	806927	8	N25,N30/03
95320	15	35,38/02;20,21,26,33/03	97140	17	33,37,39,43,45/02;7,9,14,16,25/03	97271	12	29,37,39/02;6,10,12,26,35/03	807370	5	N17,N25,N30,N31/03
95341	8	42,47/02;1,10/03	97141	5	40,46/02;8,13,20/03	97272	11	52/02;6,10,12,14,23/03	807861	2	N22/03
95342	16	30/02;9,13,16,20/03	97143	11	31,43,45/02;9,13,20,25,26/03	97273	11	34/03*	808365	2	N14/03
96004	14	44,45/02	97144	14	44*,46/02;7,8,9,13,20/03	97274	19	31,34,39,45/02;6,9,15,17,18,23/03	809055	7	N16/03
96020	4	41/02	97145	1	43/02;8,9,25/03	97276	1	29,40/02;9/03	809310	9	N39/02
96032	3	38/02;34/03	97146	10	44/02*;15/03	97277	11	1,5,6,8,9,14,35/03	809679	2	N50/02;N12,N27/03
96036	2	36/03	97148	9	45/02;9,27/03	97278	11	39/02;1,20,35/03			
96039	7	30/02;23/03	97149	20	34,35,44,45/02;1,16,25/03	97279	9	9,27/03			
96041	11	30/02	97150	13	34,39,43,44/02;20,27/03	97280	4	52/02			
96042	11	10,21/03	97151	16	31,35,44,45/02;12,13,14,16,20,25/03	97281	2	41/02			
96044	10	29,30/02;23/03	97152	8	37/02;20/03	97283	3	45/02;9/03			
96120	6	30/02;21/03	97153	7	31/02;16,20/03	97285	6	31,34,42/02;7,13,17,36/03			
96140	5	30/02	97154	2	36/02	97286	6	31,34,35,36,41,42/02;6,8,10,13,17,35,36/03			
96379	1	10/03	97155	14	31,35,36,37,39,40,48/02;12,13,18,20,28/03	97287	5	34/02;20/03			
96381	2	10/03	97156	6	37/02;1,14/03	97300	6	1,13,25,26/03			
96382	2	10,12,21/03	97157	1	35,37/02	97303	3	47,48/02			
96400	4	12/03	97158	4	25/03	97320	6	33/02;14,25/03			
96441	1	41/02;10/03	97159	6	33,39/02;7,14,16/03	97340	8	33,38,52/02;16,17,18,22,36/03			
96480	3	41/02	97163	14	14,36/03	97341	9	34/02;16,21/03			
96500	6	41/02;10/03	97164	1	7,14,16/03	97342	14	38/02;17,18,22,27/03			
96520	7	10/03	97165	1	7,16/03	97343	12	38/02;17,25/03			
96521	3	21/03	97166	1	33/02;21/03	97360	6	38/02;5,7,13,18,27/03			
96540	5	10/03	97167	2	33/02;21/03	97380	7	39,47,52/02;1,2,8,16,23/03			
96560	5	10/03	97180	6	31,34,39,43,45,46,48/02;4,8,13,20,22,26/03	97381	7	7,13,27/03			
96580	3	10/03	97181	20	31,34,46,48/02;1,4,7,8,12,13,14,17,18,20,22,23,26,27,35/03						
			97182	13	31,34,39,46,48/02;1,4,5,6,7,8,12,14,17,18,20,21,22,23,27,35/03						
			97183	9	44/02;5,9,14,16,18,22,26/03						
			97184	15	28,47/02;1,7,12,14,18,22/03						
			97185	2	43/02;1,7/03						
			97187	3	44,48/02;9,18/03						
			97188	2	1,7,13,17,20,22,27,35/03						
			97189	2	28,44/02;9,14,18,22/03						

SECTION II

NM 36/03

NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.				Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date				
	REGION 1							
11BCO11486 (7642014010196)	St. Augustine Light to Ponce de Leon Inlet (LORAN-C)	80,000	<u>15</u>	<u>7/03</u>	NOS	1-94	36/03	
12AHA12341 (7642014010340)	Hudson River-Days Point to George Washington Bridge	10,000	<u>26</u>	<u>6/03</u>	NOS	1-95	36/03	
13ACO13003 (7642014010401)	Cape Sable to Cape Hatteras (LORAN-C)	1,200,000	<u>47</u>	<u>6/03</u>	NOS	1-95	36/03	
13ACO13006 (7642014010402)	West Quoddy Head to New York (LORAN-C)	675,000	<u>31</u>	<u>6/03</u>	NOS	1-95	36/03	
13ACO13246 (7642014010406)	Cape Cod Bay (LORAN-C)	80,000	<u>37</u>	<u>6/03</u>	NOS	1-95	36/03	
13ACO13260 (7642014010407)	Bay of Fundy to Cape Cod (LORAN-C)	378,838	<u>39</u>	<u>6/03</u>	NOS	1-95	36/03	
13XHA13276 (7642014010465)	Salem, Marblehead and Beverly Harbors	10,000	<u>22</u>	<u>7/03</u>	NOS	1-95	36/03	
18AHA18471 (7642014011522)	Dungeness to Oak Bay	40,000	<u>9</u>	<u>6/03</u>	NOS	1-98	36/03	
18XHA18652 (7642014011643)	San Francisco Bay to Antioch (Folio) (Not shown on index)	Various	<u>32</u>	<u>7/03</u>	NOS	1-98	36/03	
18BHA18685 (7642014011588)	<u>Monterey Bay</u> <u>Insets: Santa Cruz Small Craft Harbor</u> <u>Moss Landing Harbor</u> <u>Monterey Harbor</u>	50,000 10,000 10,000 7,500	<u>32</u>	<u>6/03</u>	NOS	1-86,99	36/03	
	MISCELLANEOUS CHARTS AND PUBLICATIONS							
<u>CDPUBSUMV4</u> (7644014673962)	(Volume 4) Western Pacific Ocean (Regions 8 and 9)			<u>2003</u>	<u>GPO</u>	10-23, 39	36/03	

Price Categories effective 1 October 2002

A	17.75	E	9.00	G	4.50	I	26.25
D	10.75	F	9.00	H	2.50	R	2.50

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DS Distribution Limited
GPO Government Printing Office
NOS National Ocean Service
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For questions concerning the availability and distribution of announced charts, users should contact the Defense Logistics Agency (DLA) at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524.

SECTION II
NAVIGATION PUBLICATIONS

NM 36/03

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 35/03

Page 122—Line 55/L; insert after:

Jetty No. 4 has a radar station (S1) on its N side about 100m from the head of the jetty.

(US NM 19/24053/03) 36/03

Page 212—Line 15/R; read:

mile W. It is encumbered by a group of barren islets marked with a lighted beacon.

(US NM 19/22430/03) 36/03

Page 221—Line 11/L; read:

Sound from Port William. A light tower with a racon marks the point.

(US NM 18/23151/90) 36/03

Page 221—Line 39/L; read:

point also contains a racon.

(BA NP 6) 36/03

Page 222—Line 19/R; insert after:

Caution.—Restricted areas, in which diving is prohibited except for emergency situations, are located within a radius of 1,000m from these points:

1. Billy Rock (51°40.5'S., 57°42.4'W.).
2. Blanco Bay (51°39.7S., 57°48.7'W.).
3. Doctors Point (51°40.0'S., 57°30.3'W.).

(BA NP 6, Supp. 3/02) 36/03

PUB 160 2 Ed 2002 LAST NM 33/03

Page 109—Lines 21 to 35/R; read:

Iraq has been an independent nation since 1932. The country is composed of 18 governorates.

The government of Iraq is in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-led coalition forces, which remain in Iraq helping to restore degraded infrastructure and to facilitate the establishment of a freely-elected government.

(World Factbook) 36/03

Page 110—Lines 5 to 9/L; read:

Fall of Baghdad April 9

Labor Day May 1

Republic Day July 14

(Fairplay; PUBS 022-03) 36/03

Page 112—Lines 12 to 15/R; read:

There is no U.S. Embassy in Iraq. Diplomatic relations are in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-led coalition forces.

(World Factbook) 36/03

PUB 192 8 Ed 2003 LAST NM 32/03

Page 75—Line 25/R; read:

To reduce the risk of deep-draft vessels being involved in dangerous situations caused by traffic congestion, passage through Black Deep and Knock John Channel is normally restricted to vessels with a draft of over 6m.

Caution.—Vessels navigating in Oaze Deep, within 2 miles

(BA NP 28) 36/03

COAST PILOT CORRECTIONS

**COAST PILOT 2 32 Ed 2003 Change No. 18
LAST NM 35/03**

Page 162—Paragraph 146; read:

The **North Atlantic Lane Routes** are described in **NV PUB. 106, Atlas of Pilot Charts, North Atlantic Ocean (including the Gulf of Mexico)**, published by the National Imagery and Mapping Agency, Washington, D.C.

(CL 545/02) 36/03

Page 182—Paragraph 100, lines 14 to 15; read:

ice, a pump-out station, some supplies and a launching ramp are available. In February 2002, a depth of 8.0 feet was reported at the marina berths. The ...

(CL 827/02) 36/03

Page 348—Paragraph 47, lines 4 to 10; read:

dredged channel that leads from the Intracoastal Waterway to the town dock and turning basin at **Mastic**, about 1.5 miles above the entrance west of **Masury Point**, thence for about 0.2 mile to the head of navigation. In 1981-1999, the reported controlling depths were 6 feet from the Intracoastal Waterway to the head of navigation. Favor the east side of the channel at ...

(CL 582/02; 43/02 CG1 ; NOS 12352) 36/03

Page 354—Paragraph 137, lines 1 to 2; read:

In April 2003, the controlling depth was 7.4 feet in the channel from Point ...

(BPs 180986-87; CL 1213/03) 36/03

Page 380—Paragraph 267, line 11; read:

extends about 80 feet into the channel from the east ...

(CL 1066/03) 36/03

COAST PILOT 2 32 Ed 2003 Change No. 19

Page 155—Paragraph 33, line 6; read:

occur south of Cape Cod within 25 miles off the Atlantic coast to their southern calving grounds off the South Carolina, Georgia, and Florida coasts from February ...

(CL 1381/03) 36/03

COAST PILOT 2 (Continued)

Page 155—Paragraph 34, lines 6 to 7; read:
Channel (peak season: March through July), Stellwagen
Bank (peak season: July through September), Jeffreys ...
(CL 1381/03) 36/03

Page 155—Paragraph 34, line 19; read:
Stellwagen Bank and Jeffreys Ledge are located in the ...
(CL 1381/03) 36/03

Page 155—Paragraph 36, line 4; read:
surveys (principally in Cape Cod Bay, the Gulf of Maine,
and the Great South ...
(CL 1381/03) 36/03

Page 160—Paragraph 126, lines 4 to 6; read:
(fewer than 350 animals). (See chart 13200). These slow
moving animals ...
(CL 1381/03) 36/03

Page 177—Paragraph 32, line 3; read:
controlling depth of the channel was 6 feet, thence in June
2002, 2.1 to 6 feet ...
(CL 1954/02) 36/03

Page 182—Paragraph 106, lines 1 to 3; read:
A town ...
(NOS 13229) 36/03

Page 182—Paragraph 106, lines 8 to 11; read:
can handle craft to 42 feet for hull, engine and electronic
repairs. Open and covered storage, gasoline, diesel fuel,
water, ice, a pump-out station, marine supplies and a launch-
ing ramp are available. In March 2002, the reported along-
side depth was 6 feet. The **harbormaster** who supervises ...
(CL 872/02) 36/03

Page 209—Paragraph 138, lines 8 to 12; read:
mark the channel. Gasoline, diesel fuel, ice, a pump-out sta-
tion and wet and dry storage are available; lift capacity, 35
tons. Hull, engine and electronic repairs can be made. In
April 2002, the reported approach and alongside depth was 7
feet.
(CL 1285/02) 36/03

Page 248—Paragraph 22; insert after:

Northern Right Whales

Endangered northern right whales may occur in Block
Island Sound, in particular in the Narragansett/Buzzards Bay
Traffic Lanes. They are most likely to occur in the area in
March and April. (See northern right whales, indexed as
such in chapter 3).
(CL 1381/03) 36/03

Page 268—Paragraph 284, line 3; read:
seasonal buoys; boats of about 5-foot drafts can be ...
(LL/03) 36/03

Page 345—Paragraph 5; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25
miles of the south coast of Long Island, including the
approaches to New York Harbor (peak season: February
through April). (See **northern right whales**, indexed as such
in chapter 3).
(CL 1381/03) 36/03

Page 361—Paragraph 29; insert after:

Northern Right Whales

Endangered northern right whales may occur within the
approaches to New York Harbor within 25 miles of the New
York and New Jersey coasts, (peak season: February through
April and September through October). (See **northern right
whales**, indexed as such in chapter 3).
(CL 1381/03) 36/03

**COAST PILOT 3 36 Ed 2003 Change No. 1
LAST NM 34/03**

Page 118—Paragraph 1712 to Page 122—Paragraph 1802;
read:

**\$165.501 Chesapeake Bay entrance and Hampton
Roads, VA and adjacent waters—Regulated Navigation
Area.**

(a) *Location.* The waters enclosed by the shoreline and
the following lines are a Regulated Navigation Area:

(1) *Offshore zone.* A line drawn due East from the
mean low water mark at the North Carolina and Virginia
border at 36°33'03"N., 75°52'00"W., to the Territorial Seas
boundary line at 36°33'05"N., 75°36'51"W., thence gener-
ally Northeastward along the Territorial Seas boundary
line to 38°01'39"N., 74°57'18"W., thence due West to the
mean low water mark at the Maryland and Virginia border
at 38°01'39"N., 75°14'30"W., thence South along the mean
low water mark on the Virginia coast, and eastward of the
Colregs Demarcation Lines across Chincoteague Inlet,
Assawoman Inlet, Gargathy Inlet, Metompkin Inlet,
Wachapreague Inlet, Quinby Inlet, Great Machipongo
Inlet, Sand Shoal Inlet, New Inlet, Ship Shoal Inlet and
Little Inlet, to the Colregs Demarcation Line across the
mouth of Chesapeake Bay, continuing south along the Vir-
ginia low water mark and eastward of the Colregs Demar-
cation Line across Rudee Inlet to the point of beginning.
All positions reference NAD 83.

(2) *Inland zone.* The waters enclosed by the shoreline
and the following lines:

(i) A line drawn across the entrance to Chesapeake
Bay between Wise Point and Cape Charles Light, and
then continuing to Cape Henry Light.

(ii) A line drawn across the Chesapeake Bay between
Old Point Comfort Light and Cape Charles City Range
“A” Rear Light.

(iii) A line drawn across the James River along the
eastern side of U.S. Route 17 highway bridge, between
Newport News and Isle of Wight County, Virginia.

(iv) A line drawn across Chuckatuck Creek along the
northern side of the north span of the U.S. Route 17
highway bridge, between Isle of Wight County and Suf-

COAST PILOT 3 (Continued)

folk, Virginia.

(v) A line drawn across the Nansemond River along the northern side of the Mills Godwin (U.S. Route 17) Bridge, Suffolk, Virginia.

(vi) A line drawn across the mouth of Bennetts Creek, Suffolk, Virginia.

(vii) A line drawn across the Western Branch of the Elizabeth River along the eastern side of the West Norfolk Bridge, Portsmouth, Virginia.

(viii) A line drawn across the Southern Branch of the Elizabeth River along the northern side of the I-64 highway bridge, Chesapeake, Virginia.

(ix) A line drawn across the Eastern Branch of the Elizabeth River along the western side of the west span of the Campestella Bridge, Norfolk, Virginia.

(x) A line drawn across the Lafayette River along the western side of the Hampton Boulevard Bridge, Norfolk, Virginia.

(xi) A line drawn across Little Creek along the eastern side of the Ocean View Avenue (U.S. Route 60) Bridge, Norfolk, Virginia.

(xii) A line drawn across Lynnhaven Inlet along the northern side of Shore Drive (U.S. Route 60) Bridge, Virginia Beach, Virginia.

(b) *Definitions.* In this section:

CBBT means the Chesapeake Bay Bridge Tunnel.

Coast Guard Patrol Commander is a Coast Guard commissioned, warrant or petty officer who has been designated by the Commander, Coast Guard Group Hampton Roads.

Designated representative of the Captain of the Port means a person, including the duty officer at the Coast Guard Marine Safety Office Hampton Roads, the Joint Harbor Operations Center watchstander, or the Coast Guard or Navy Patrol Commander who has been authorized by the Captain of the Port to act on his or her behalf and at his or her request to carry out such orders and directions as needed. All patrol vessels shall display the Coast Guard Ensign at all times when underway.

I-664 Bridge Tunnel means the Monitor Merrimac Bridge Tunnel.

Inland waters means waters within the COLREGS Line of Demarcation.

Thimble Shoal Channel consists of the waters bounded by a line connecting Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Thimble Shoal Lighted Gong Buoy 17, thence to Thimble Shoal Lighted Buoy 19, thence to Thimble Shoal Lighted Buoy 21, thence to Thimble Shoal Lighted Buoy 22, thence to Thimble Shoal Lighted Buoy 18, thence to Thimble Shoal Lighted Buoy 2, thence to the beginning.

Thimble Shoal North Auxiliary Channel consists of the waters in a rectangular area 450 feet wide adjacent to the north side of Thimble Shoal Channel, the southern boundary of which extends from Thimble Shoal Channel Lighted Buoy 2 to Thimble Shoal Lighted Buoy 18.

Thimble Shoal South Auxiliary Channel consists of the waters in a rectangular area 450 feet wide adjacent to the south side of Thimble Shoal Channel, the northern boundary of which extends from Thimble Shoal Channel Lighted Bell

Buoy 1TS, thence to Thimble Shoal Lighted Gong Buoy 17, thence to Thimble Shoal Lighted Buoy 19, thence to Thimble Shoal Lighted Buoy 21.

(c) *Applicability.* This section applies to all vessels operating within the Regulated Navigation Area, including naval and public vessels, except vessels that are engaged in the following operations:

(1) Law enforcement.

(2) Servicing aids to navigation.

(3) Surveying, maintenance, or improvement of waters in the Regulated Navigation Area.

(d) *Regulations.*

(1) *Anchoring restrictions.* No vessel over 65 feet long may anchor or moor in the inland waters of the Regulated Navigation Area outside an anchorage designated in Sec. 110.168 of this title, with these exceptions:

(i) The vessel has the permission of the Captain of the Port.

(ii) Only in an emergency, when unable to proceed without endangering the safety of persons, property, or the environment, may a vessel anchor in a channel.

(iii) A vessel may not anchor within the confines of Little Creek Harbor, Desert Cove, or Little Creek Cove without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting permission to anchor within this area.

(2) *Anchoring detail requirements.* A self-propelled vessel over 100 gross tons, which is equipped with an anchor or anchors (other than a tugboat equipped with bow fenderwork of a type of construction that prevents an anchor being rigged for quick release), that is underway within two nautical miles of the CBBT or the I-664 Bridge Tunnel shall station its personnel at locations on the vessel from which they can anchor the vessel without delay in an emergency.

(3) *Secondary towing rig requirements on inland waters.*

(i) A vessel over 100 gross tons may not be towed in the inland waters of the Regulated Navigation Area unless it is equipped with a secondary towing rig, in addition to its primary towing rig, that:

(A) Is of sufficient strength for towing the vessel.

(B) Has a connecting device that can receive a shackle pin of at least two inches in diameter.

(C) Is fitted with a recovery pickup line led out-board of the vessel's hull.

(ii) A tow consisting of two or more vessels, each of which is less than 100 gross tons, that has a total gross tonnage that is over 100 gross tons, shall be equipped with a secondary towing rig between each vessel in the tow, in addition to its primary towing rigs, while the tow is operating within this Regulated Navigation Area. The secondary towing rig must:

(A) Be of sufficient strength for towing the vessels.

(B) Have connecting devices that can receive a shackle pin of at least two inches in diameter.

(C) Be fitted with recovery pickup lines led out-board of the vessel's hull.

(4) *Thimble Shoals Channel controls.*

COAST PILOT 3 (Continued)

(i) A vessel drawing less than 25 feet may not enter the Thimble Shoal Channel, unless the vessel is crossing the channel. Masters should consider the squat of their vessel based upon vessel design and environmental conditions. Channel crossings shall be made as perpendicular to the channel axis as possible.

(ii) Except when crossing the channel, a vessel in the Thimble Shoal North Auxiliary Channel shall proceed in a westbound direction.

(iii) Except when crossing the channel, a vessel in the Thimble Shoal South Auxiliary Channel shall proceed in an eastbound direction.

(5) *Restrictions on vessels with impaired maneuverability.*

(i) Before entry. A vessel over 100 gross tons, whose ability to maneuver is impaired by heavy weather, defective steering equipment, defective main propulsion machinery, or other damage, may not enter the Regulated Navigation Area without the permission of the Captain of the Port.

(ii) After entry. A vessel over 100 gross tons, which is underway in the Regulated Navigation Area, that has its ability to maneuver become impaired for any reason, shall, as soon as possible, report the impairment to the Captain of the Port.

(6) *Requirements for navigation charts, radars, and pilots.* No vessel over 100 gross tons may enter the Regulated Navigation Area, unless it has on board:

(i) Corrected charts of the Regulated Navigation Area. Instead of corrected paper charts, warships or other vessels owned, leased, or operated by the United States Government and used only in government non-commercial service may carry electronic charting and navigation systems that have met the applicable agency regulations regarding navigation safety.

(ii) An operative radar during periods of reduced visibility;

(iii) When in inland waters, a pilot or other person on board with previous experience navigating vessels on the waters of the Regulated Navigation Area.

(7) *Emergency procedures.*

(i) Except as provided in paragraph (d)(7)(ii) of this section, in an emergency any vessel may deviate from the regulations in this section to the extent necessary to avoid endangering the safety of persons, property, or the environment.

(ii) A vessel over 100 gross tons with an emergency that is located within two nautical miles of the CBBT or I-664 Bridge Tunnel shall notify the Captain of the Port of its location and the nature of the emergency, as soon as possible.

(8) *Vessel speed limits.*

(i) *Little Creek.* A vessel may not proceed at a speed over five knots between the Route 60 bridge and the mouth of Fishermans Cove (Northwest Branch of Little Creek).

(ii) *Southern Branch of the Elizabeth River.* A vessel may not proceed at a speed over six knots between the junction of the Southern and Eastern Branches of the Elizabeth River and the Norfolk and Portsmouth Belt

Line Railroad Bridge between Chesapeake and Portsmouth, Virginia.

(iii) *Norfolk Harbor Reach.* Nonpublic vessels of 300 gross tons or more may not proceed at a speed over 10 knots between the Elizabeth River Channel Lighted Gong Buoy 5 of Norfolk Harbor Reach (southwest of Sewells Point) at approximately 36°58'00"N., 076°20'00"W, and gated Elizabeth River Channel Lighted Buoys 17 and 18 of Craney Island Reach (southwest of Norfolk International Terminal at approximately 36°54'17"N., and 076°20'11"W).

(9) *Port security requirements.* Vessels in excess of 300 gross tons, including tug and barge combinations in excess of 300 gross tons (combined), shall not enter the Regulated Navigation Area, move within the Regulated Navigation Area, or be present within the Regulated Navigation Area, unless they comply with the following requirements:

(i) Obtain authorization to enter the Regulated Navigation Area from the designated representative of the Captain of the Port prior to entry. All vessels entering or remaining in the Regulated Navigation Area may be subject to a Coast Guard boarding.

(ii) Ensure that no person who is not a permanent member of the vessel's crew, or a member of a Coast Guard boarding team, boards the vessel without a valid purpose and photo identification.

(iii) Report any departure from or movement within the Regulated Navigation Area to the designated representative of the Captain of the Port prior to getting underway.

(iv) The designated representative of the Captain of the Port shall be contacted on VHF-FM channel 12, or by calling 757-444-5209, 757-444-5210, or 757-668-5555.

(v) In addition to the authorities listed in this part, this paragraph is promulgated under the authority under 33 U.S.C. 1226.

(e) *Waivers.*

(1) The Captain of the Port may, upon request, waive any regulation in this section.

(2) An application for a waiver must state the need for the waiver and describe the proposed vessel operations.

(f) *Control of vessels within the regulated navigation area.*

(1) When necessary to prevent damage, destruction or loss of any vessel, facility or port infrastructure, the Captain of the Port may direct the movement of vessels or issue orders requiring vessels to anchor or moor in specific locations.

(2) If needed for the maritime, commercial or security interests of the United States, the Captain of the Port may order a vessel to move from the location in which it is anchored to another location within the Regulated Navigation Area.

(3) The master of a vessel within the Regulated Navigation Area shall comply with any orders or directions issued to the master's vessel by the Captain of the Port.

(FR 6/12/03)

36/03

COAST PILOT 3 36 Ed 2003 Change No. 2

Page 71—Paragraph 639; read:

The draw of the Route 70 Bridge, mile 3.4, at Riviera Beach, shall open on signal on the hour, except that from 4 p.m. to 7 p.m. Monday through Friday and from 11 p.m. to 7 a.m., every day the draw need not be opened.

(CL 1211/03; FR 06/11/03) 36/03

Page 73—Paragraph 691; read:

(a) The draw of the Route 130 highway bridge, mile 1.8 at Bridgeport, shall open on signal:

(1) March 1 through November 30, from 7 a.m. to 11 p.m.

(2) At all other times, if at least four hours notice is given.

(b) The draw of the CONRAIL Railroad Bridge, mile 2.0 at Bridgeport, shall operate as follows:

(1) From March 1 through November 30, the draw shall be left in the open position at all times and will only be closed for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(i) Trains shall be controlled so that any delay in opening of the draw shall not exceed ten minutes except as provided in § 117.31(b).

(ii) Before the bridge closes for any reason, a train crewmember will observe the waterway for approaching craft, which will be allowed to pass. A train crewmember will then operate the bridge by radiophone. The bridge shall only be closed if a train crewmember's visual inspection shows that the channel is clear and there are no vessels transiting in the area.

(iii) While the CONRAIL Railroad Bridge is moving from the full open to the full closed position, a train crewmember will maintain constant surveillance of the navigational channel to ensure no conflict with maritime traffic exists. In the event of failure or obstruction, the train crewmember will stop the bridge and return the bridge to the open position.

(iv) The CONRAIL Railroad channel traffic lights will change from flashing green to flashing red anytime the bridge is not in the full open position.

(v) During closing of the span, the channel traffic lights will change from flashing green to flashing red, the horn will sound four times, followed by a pause, then the four blasts will be repeated and the bridge will close. When the rail traffic has cleared the swing span, the horn will automatically sound five times to signal the draw of the CONRAIL Railroad Bridge is about to return to its full open position.

(vi) During open span movement, the channel traffic lights will be flashing red, the horn will sound four times, followed by a pause, then four blasts will be repeated until the bridge is in the full open position. In the full open position, the channel traffic lights will then turn from flashing red to flashing green.

(2) At all other times, the draw may be left in the closed position and opened on signal if at least four hours

notice is given by telephone at (856) 231-2393.
(CL 1065/03; FR 05/20/03)

36/03

Page 175—Paragraph 39, lines 5 to 6; read:

charted. In March 2003, the controlling depth was 4.1 feet in the entrance between ...

(BP 180690) 36/03

Page 182—Paragraph 75, lines 2 to 3; read:

miles west of Cape May Inlet. In February 2003, the mid-channel controlling depth was 12.6 feet through ...

(BPs 180424-25) 36/03

Page 194—Paragraph 134, lines 1 to 2; read:

Cornell Harbor, a channel with a reported depth of 4.0 feet in the north half in June 2000, leads southeastward through the ...

(10/03 CG5; BPs 179448-50; CL 2075/02) 36/03

Page 194—Paragraph 135, lines 1 to 5; read:

Pennsylvania Harbor, 0.5-mile southwestward of Cornell Harbor, had a reported controlling depth of 2.7 feet (4.5 feet at midchannel) in June 2000. **Princeton Harbor**, 0.2-mile southwestward of Pennsylvania Harbor had a reported controlling depth of 2.3 feet (deeper water is available with local knowledge) in 1999-June 2000. Both ...

(BPs 179442-47; CL 2075/02) 36/03

Page 251—Paragraph 33, lines 2 to 3; read:

centered on Chesapeake Bay Entrance Lighted Whistle Buoy CH (36°56'08"N., 75°57'27"W.). A racon is at the buoy.

(13/03 CG5; LL/03) 36/03

Page 279—Paragraph 61, line 7 to Paragraph 62, line 1; read:

obtained in town.

Chart 12244

Mattaponi River, which empties into York River ...

(NOS/03; NOS 12244) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 3

Page 279—Paragraph 56, lines 4 to 8; read:

0.4 mile above the entrance. In January 2003, the reported midchannel controlling depths were 1.4 feet, thence depths of 1 to 2 feet in the ...

(CL 659/03; BP 180349; NOS 12243) 36/03

Page 284—Paragraph 132, lines 2 to 3; read:

are about 12 feet in the entrance, 8.5 feet in Eastern Branch to the wharves at Irvington, and 6 feet in **Carter Cove**, ...

(BP 180432; NOS 12235) 36/03

Page 284—Paragraph 138, lines 3 to 4; read:

buoys. In August 2002, the controlling depth was 1.8 feet in the west half and 3.2 feet in the east half of the channel to the

COAST PILOT 3 (Continued)

head of the project.
(BP 180268) 36/03

Page 284—Paragraph 140, lines 3 to 4; read:
August 2002, the controlling depths were 2.6 feet in the
channel (7.6 feet at midchannel) and 7.9 to 8.1 feet ...
(CL 650/03; BP 180267) 36/03

Page 288—Paragraph 192, line 3; read:
channel, marked by daybeacons, in August 2002 had a con-
trolling ...
(BP 180433) 36/03

Page 304—Paragraph 178; read:
Fourmile Run, Mile 93.0 W, is used only by very small
boats and skiffs at high water. The outer basin is navigable
for small boats, using care, local knowledge, and the chart as
guides. Airport landing lights extend 0.5 mile into the basin
from the north side. The Washington Sailing Marina is in the
cove on the south side of the basin just above the entrance. In
February 2000, the controlling depths were 5.8 feet (7.3 feet
at midchannel) in the marina entrance channel, thence depths
of 7.7 feet to 11.1 feet were in the cove, with much lesser
depths along the sides.
(BPs 177347-49; NOS 12285; NOS 12289) 36/03

Page 359—Paragraph 132, line 8; read:
bridge have a least clearance of 46 feet. **Marley Creek** ...
(CL 621/03) 36/03

Page 367—Paragraph 11, line 1; read:
Seattle: Director, Marine Operations Center (Pacific),
National ...
(CL 1200/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 4

Page 39—Paragraph 665, line 4 to Paragraph 666, line 2;
read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or
Clean Water Act (CWA) was passed to restore and maintain
the chemical, physical and biological integrity of our
nation's waters.

No Discharge Zones.—Section 312 of the FWPCA, en-
titled "Marine Sanitation Devices" (see **40 CFR 140** in Chap-
ter 2), gives the Environmental Protection Agency (EPA) and
States the authority to designate certain areas as No-Dis-
charge Zones (NDZ) for vessel sewage. Freshwater lakes,
freshwater reservoirs, or other freshwater impoundments
whose entrances and exits prohibit traffic by regulated ves-
sels (vessels with installed toilets) are, by regulation, NDZs.
Rivers that do not support interstate navigation vessel traffic
are also NDZs by regulation. Water bodies that can be desig-

nated as NDZs by States and EPA include: the Great Lakes
and their connecting waterways, freshwater lakes and
impoundments accessible through locks, and other flowing
waters that support interstate navigation by vessels subject to
regulation.

Inside No-Discharge Zone waters, discharge of any sew-
age, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits the discharge
of quantities of either oil or ...
(CL 139/02; 40 CFR 140) 36/03

Page 40—Paragraph 674, line 8 to Paragraph 675, line 1;
read:
against organizations which violate MARPOL.

Packaged Marine Pollutants

On October 1, 1993, new regulations under the ...
(CL 139/02; 40 CFR 140) 36/03

Page 41—Paragraph 677, line 10 to Paragraph 678, line 1;
read:
substance, solid or liquid, N.O.S. (class 9).

Ocean Dumping

The Marine Protection Research and Sanctuaries ...
(CL 139/02; 40 CFR 140) 36/03

Page 45—Paragraph 1; read:

This chapter contains extracts from **Code of Federal Reg-
ulations (CFR)** that are of importance to mariners in the
area covered by this Coast Pilot. Sections of little value to
the mariner are sometimes omitted. Omitted sections are sig-
nified by the following [...]

Extracts from the following titles are contained in this
chapter.
(NOS/03) 36/03

Page 368—Paragraph 45, line 5 to Paragraph 48; read:
2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; tele-
phone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi
River, Cairo, IL to the Gulf of Mexico: Published by Missis-
sippi River Commission and for sale by U.S. Army Engineer
District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-
3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi
River, Cairo, IL to Minneapolis, MN): Published and for sale
by U.S. Army Engineer District Rock Island, Clock Tower
Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; tele-
phone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at
Grafton, IL to Lake Michigan at Chicago and Calumet Har-
bors: Published and for sale by U.S. Army Engineer District
Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock
Island, IL 61204-2004; telephone, 309-794-5338.
(CE/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 5

Page 45—Paragraph CFR Box, (insert after Part 334):

Title 40 (40 CFR): Protection of Environment

Part 140 Marine Sanitation Device Standard
(40 CFR 140)

36/03

Page 149—Paragraph 2524, line 3; read:
Creek, Norfolk, Virginia.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

- (a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;
- (b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;
- (c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;
- (d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;
- (e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;
- (f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;
- (g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to pre-

vent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certifica-

COAST PILOT 3 (Continued)

tion pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition

is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

36/03

COAST PILOT 3

36 Ed 2003

Change No. 6

Page 87—Paragraphs 1060 to 1061; read:

(d) [Suspended]

(e) [Suspended]

(FR 5/22/03)

36/03

Page 88—Paragraph 1111, lines 8 to 12; read:

of Canada by fax at 315-764-3235 or at 315-764-3200.

(FR 5/22/03)

36/03

COAST PILOT 3 (Continued)

Page 90—Table, item 8; read:

- (8) [Suspended]
(FR 5/22/03) 36/03

Page 91—Paragraph 1112, line 4 to Paragraph 1117; read:
Captain of the Port (COTP).

- (d) [Suspended]
(FR 5/22/03) 36/03

Page 91—Paragraphs 1124 to 1126; read:

- (c) [Suspended]
(FR 5/22/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 7

Page 46—Paragraph 32, line 7; read:

161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and ...
(FR 7/1/03) 36/03

Page 47 to Page 48; strike out.

(FR 7/1/03) 36/03

Page 92—Paragraph 1139, line 4; read:

which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

(FR 7/1/03) 36/03

Page 92—Paragraphs 1141 to 1145; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

(FR 7/1/03) 36/03

Page 94—Paragraph 1178, line 1; read:

- (b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 36/03

Page 94—Paragraph 1179 to Paragraph 1181, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

- (d) As soon as practicable a, VTS User shall notify ...
(FR 7/1/03) 36/03

Page 94—Paragraph 1197, lines 2 to 6; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(FR 7/1/03) 36/03

Page 94—Paragraph 1198, line 5 to Paragraph 1199; read:

are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(FR 7/1/03) 36/03

Page 94—Paragraph 1203, line 1; read:

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available ...

(FR 7/1/03) 36/03

Page 97—Paragraph 1204, line 1; read:

- (a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 97—Paragraph 1207, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...

(FR 7/1/03) 36/03

Page 97—Paragraph 1208, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated ...

(FR 7/1/03) 36/03

Page 97—Paragraph 1209, line 7 to Paragraph 1210, line 1; read:

VTS frequency.

COAST PILOT 3 (Continued)

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...

(FR 7/1/03)

36/03

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

(FR 7/1/03)

36/03

Page 97—Paragraphs 1219 to 1226; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.

§161.21 Automated reporting.**COAST PILOT 3**

36 Ed 2003

Change No. 8

Page 95 to Page 96; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI¹ Call Sign	Designated frequency (Channel designation)—purpose²	Monitoring area^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).

COAST PILOT 3 (Continued)

New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

COAST PILOT 3 (Continued)

<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

COAST PILOT 3 (Continued)

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

36/03

COAST PILOT 3**36 Ed 2003****Change No. 9**

(including §§164.38 and 164.39) does ...

(FR 7/1/03)

36/03

Page 97—Paragraph 1235, line 3; read:

VMRS area; and ...

(FR 7/1/03)

36/03

Page 103—Paragraph 1288, line 3; read:

.....164.74

Page 97—Paragraphs 1237 to 1242; strike out.

(FR 7/1/03)

36/03

International Electrotechnical Commission (IEC)

3, rue de Varembe, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12.....164.46

(FR 7/1/03)

36/03

Page 99—Paragraph 1243 to Paragraph 1247, line 1; read:

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**Note:** All geographic coordinates contained in part ...

(FR 7/1/03)

36/03

Page 103—Paragraph 1289, line 5; read:

1975164.13

Page 103—Paragraph 1269, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

36/03

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998 ..164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments)164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46

(FR 7/1/03)

36/03

Page 103—Paragraph 1275, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less than 1600 gross tonnage.

(FR 7/1/03)

36/03

Page 103—Paragraph 1276, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part

Page 104—Paragraph 1292, line 4; read:

Ship-to-Ship Identification, 1992164.43

COAST PILOT 3 (Continued)

ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
(FR 7/1/03) 36/03

Page 109—Paragraph 1463, line 3 to Paragraph 1464, line 2; read:
with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 109—Paragraph 1482, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 10

Page 5—Paragraph 51, line 2; read:
America including the Hawai‘ian Islands;
(CL 2084/02) 36/03

Page 20—Paragraph 383, line 6; read:
Kekaha, Kauai, Hawai‘i (21°59'26"N., 159°46'00"W.) on ...
(CL 2084/02) 36/03

Page 21—Paragraph 397, line 6; read:
Hawai‘ian Datum, and others. Through the use of satellites
...
(CL 2084/02) 36/03

Page 21—Paragraph 398, line 5; read:
charts of Hawai‘i, and other Pacific Ocean islands, ...
(CL 2084/02) 36/03

Page 33—Paragraph 549, line 3; read:
in Colorado, Hawai‘i, Kwajalein, Diego Garcia, and Ascension ...
(CL 2084/02) 36/03

Page 34—Paragraph 553, line 4; read:
Rico, most of Alaska, and Hawai‘i. The system provides ...
(CL 2084/02) 36/03

COAST PILOT 3 (Continued)

Page 36—Paragraph 594, line 6; read:
Hawai‘ian Islands 2,000 miles away. The wave of May ...
(CL 2084/02) 36/03

Page 36—Paragraph 597, line 5; read:
The Pacific Tsunami Warning Center, Oahu, Hawai‘i, of ...
(CL 2084/02) 36/03

Page 367—Paragraph 21, line 2; read:
Oregon, Washington, and Hawai‘i.
(CL 2084/02) 36/03

Page 370—Paragraph 114, line 1; read:
Region IX (California, Hawai‘i, Guam): 215 ...
(CL 2084/02) 36/03

Page 372—Paragraph 168, line 3; read:
Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ...
(CL 2084/02) 36/03

Page 374—Paragraph 272; read:
Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850.
(CL 2084/02; CP 7/02) 36/03

Page 374—Paragraph 284, line 1; read:
Pacific Region (California, Hawai‘i, Alaska, Washington,
...
(CL 2084/02) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 11

Page 1—Paragraph 2, line 4; read:
**<http://nauticalcharts.noaa.gov/>. A subscription to the
Local ...**
(NOS/03) 36/03

Page 116—Paragraph 1626; insert after:
**§165.9 Geographic application of limited and controlled
access areas and regulated navigation areas.**

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C.

1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 12

Page 154—Paragraph 21; insert after:

Early Warning System: As weather and conditions permit, a dedicated seasonal program of overflights from Savannah, Georgia, north to Chesapeake Bay, Virginia, provide right whale sighting information to the Coast Guard and others for broadcast purposes. Many right whales in this vast geographic area, however, go undetected.

(CL 1381/03) 36/03

Page 154—Paragraph 25, lines 3 to 5; read:

Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, or other official sources, post a lookout familiar with spotting whales. Consult with local pilots for additional precautions

(CL 1381/03) 36/03

Page 156—Paragraph 26; insert after:

When the ability to spot whales is reduced (e.g., night, fog, rain, etc.), mariners should bear in mind that reduced speed may minimize the risk of ship strikes.

Local ships’ pilots may also provide additional information on the location of right whales and local safe vessel operating procedures.

(CL 1381/03) 36/03

Page 156—Paragraph 27, line 6; read:

any right whale (see **50 CFR 224.10(c)**, chapter 2).

(50 CFR 224) 36/03

Page 172—Paragraph 12; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the New Jersey coast (peak season: February through April and September through October). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 201—Paragraph 57; read:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Delaware coast in the approaches to Delaware Bay (peak season: February through April and October through December). (See **northern right whales**, indexed as

COAST PILOT 3 (Continued)

such in chapter 3).
(CL 1381/03)

36/03

Page 238—Paragraph 17; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Delaware, Maryland, and Virginia coasts (peak season: February through April and October through December). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

36/03

Page 250—Paragraph 11; read:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Virginia coast in the approaches to Chesapeake Bay (peak season: February through April and November and December). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

36/03

COAST PILOT 4 35 Ed 2003 Change No. 1
LAST NM 34/03

Page 275—Paragraph 38, line 7; read:

In March 2003, the controlling depth was 6.1 in ...
(BP 180441)

36/03

Page 278—Paragraph 76, lines 14 to 15; read:

much lesser depths is between Buoy 10B and Daybeacon 10A. The channel is reported ...
(20/03 CG5; NOS 11550; LL/03)

36/03

Page 305—Paragraph 88, lines 7 to 8; read:

the Intracoastal Waterway; in 1999-February 2003, the controlling depth was 7.0 feet. Both channels are subject to ...
(BP 180003)

36/03

Page 309—Paragraph 112, line 14 to Paragraph 113, line 1; read:
opposite Wilmington.

Prominent features

Oak Island Light (33°53'36"N., 78°02'06"W.), 169 ...
(LL/03)

36/03

Page 324—Paragraph 70, lines 7 to 8; read:

ice, and marine supplies. In April 2003, the reported approach depth was 12 feet. U.S. Route 17 fixed highway ...
(CL 684/03)

36/03

Page 498—Paragraph 45, line 6; read:

business hours. Inquiries on availability, cost, etc. of ...
(NOS/03)

36/03

COAST PILOT 4**35 Ed 2003****Change No. 2**

Page 5—Paragraph 50, line 2; read:

America including the Hawai'ian Islands;
(CL 2084/02)

36/03

Page 20—Paragraph 384, line 6; read:

Kekaha, Kauai, Hawai'i (21°59'26"N., 159°46'00"N.) or...
(CL 2084/02)

36/03

Page 21—Paragraph 399, line 6; read:

Hawai'ian Datum, and others. Through the use of satellites

...
(CL 2084/02)

36/03

Page 21—Paragraph 400, line 5; read:

charts of Hawai'i, and other Pacific Ocean islands ...
(CL 2084/02)

36/03

Page 32—Paragraph 541, line 3; read:

in Colorado, Hawai'i, Kwajalein, Diego Garcia, and Ascension ...
(CL 2084/02)

36/03

Page 33—Paragraph 545, line 4; read:

Rico, most of Alaska, and Hawai'i. The system provides ...
(CL 2084/02)

36/03

Page 35—Paragraph 585, line 6; read:

Hawai'ian Islands 2,000 miles away. The wave of May ...
(CL 2084/02)

36/03

Page 35—Paragraph 588, line 5; read:

The Pacific Tsunami Warning Center, Oahu, Hawai'i, of ...
(CL 2084/02)

36/03

Page 39—Paragraph 665, line 8 to Paragraph 666, line 1; read:

against organizations which violate MARPOL.

Packaged Marine Pollutants

On October 1, 1993, new regulations under the ...
(CL 139/02; 40 CFR 140)

36/03

Page 40—Paragraph 668, line 10 to Paragraph 669, line 1; read:

substances, solid or liquid, N.O.S. (class 9).

Ocean Dumping

The Marine Protection Research and Sanctuaries ...
(CL 139/02; 40 CFR 140)

36/03

Page 45—Paragraph 1; read:

This chapter contains extracts from Code of Federal Regulations (CFR) that are of importance to mariners in the area covered by this Coast Pilot. Sections of little value to the mariner are sometimes omitted. Omitted sections are signi-

COAST PILOT 4 (Continued)

fied by the following [...]

Extracts from the following titles are contained in this chapter.

(NOS/03) 36/03

Page 497—Paragraph 21, line 2; read:

Oregon, Washington, and Hawai‘i.

(CL 2084/02) 36/03

Page 500—Paragraph 118, line 1; read:

Region IX (California, Hawai‘i, Guam): 215 ...

(CL 2084/02) 36/03

Page 502—Paragraph 180, line 3; read:

Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ...

(CL 2084/02) 36/03

Page 503—Paragraph 244, line 1; read:

Pacific Region (California, Hawai‘i, Alaska, Washington,

...

(CL 2084/02) 36/03

Page 503—Paragraph 268; read:

Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850.

(CL 2084/02; CP7/02) 36/03

COAST PILOT 4**35 Ed 2003****Change No. 3**

Page 196—Paragraph 3265, line 4; read:

year of the permit’s expiration date.

(r) *Moratorium on charter vessel/headboat permits for Gulf coastal migratory pelagic fish and Gulf reef fish.* The provisions of this paragraph (r) are applicable through June 16, 2006. Notwithstanding the other provisions of this paragraph (r), the expiration dates of all charter vessel/headboat permits for Gulf reef fish or Gulf coastal migratory pelagic fish that were not issued under the provision of this paragraph (r) and that were valid or renewable as of December 17, 2002, will be extended through November 13, 2003, provided that a permit has not been issued under this paragraph (r) for the applicable vessel.

(1) *Applicability.* Beginning November 13, 2003, the only valid charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish are those that have been issued under the moratorium criteria in this paragraph (r). No applications for additional charter vessel/headboat permits for these fisheries will be accepted. Existing permits may be renewed, are subject to the transferability provisions in paragraph (r)(9) of this section, and are subject to the requirement for timely renewal in paragraph (r)(10) of this section.

(2) *Initial eligibility.* Initial eligibility for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish is limited to the following:

(i) An owner of a vessel that had a valid charter vessel/headboat permit for Gulf reef fish or coastal migratory pelagic fish on March 29, 2001, or held such a permit during the preceding year or whose application

for such permit had been received by NMFS, by March 29, 2001, and was being processed or awaiting processing.

(ii) Any person who can provide NMFS with documentation verifying that, prior to March 29, 2001, he/she had a charter vessel or head/boat under construction and that the associated expenditures were at least \$5,000 as of that date. If the vessel owner was constructing the vessel, the vessel owner must provide NMFS with receipts for the required expenditures. If the vessel was being constructed by someone other than the owner, the owner must provide NMFS with a copy of the contract and/or receipts for the required expenditures.

(iii) A historical captain, defined for the purposes of paragraph (r) of this section as a person who provides NMFS with documentation verifying that

(A) Prior to March 29, 2001, he/she was issued either a USCG Operator of Uninspected Passenger Vessel license (commonly referred to as a 6-pack license) or a USCG Masters license; operated, as a captain, a federally permitted charter vessel or headboat in the Gulf reef fish and /or coastal migratory pelagic fisheries; but does not have a fishery permit issued in their name; and

(B) At least 25 percent of his/her earned income was derived from charter vessel or headboat fishing in one of the years, 1997, 1998, 1999, or 2000.

(3) *Special conditions applicable to eligibility based on historical captain status.* A person whose eligibility is based on historical captain status will be issued a letter of eligibility by the RA. The letter of eligibility may be redeemed through the RA for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish, with a historical captain endorsement. The letter of eligibility is valid for the duration of the moratorium; is valid only for a vessel of the same or lesser authorized passenger capability as the vessel used to document earned income in paragraph (r)(2)(iii)(B) of this section; and is valid only for the fisheries certified on the application under paragraph (r)(2)(iii)(A) of this section. A charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish with a historical captain endorsement is valid only on a vessel that the historical captain operates as a captain.

(4) *Determination of eligibility based on permit history.* NMFS’ permit records are the sole basis for determining eligibility based on permit or application history. An owner of a currently permitted vessel who believes he/she meets the permit or application history criterion based on ownership of a vessel under a different name, as may have occurred when ownership has changed from individual to corporate or vice versa, must document his/her continuity of ownership. An owner will not be issued initial charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish under the moratorium in excess of the number of federally permitted charter vessels and/or headboats that he/she owned simultaneously at some time during the period March 29, 2000 through March 29, 2001.

(5) *Application requirements and procedures—(i) Gen-*

COAST PILOT 4 (Continued)

eral. An applicant who desires a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish must submit an application for such permit to the RA postmarked or hand-delivered not later than September 15, 2003. Application forms are available from the RA. The information requested on the application form varies according to the eligibility criterion that the application is based upon as indicated in paragraphs (r)(5)(ii), (r)(5)(iii), and (r)(5)(iv) of this section; however, all applicants must provide a copy of the applicable, valid USCG Operator of Uninspected Passenger Vessel license or Masters license and valid USCG Certificate of Inspection. Failure to apply in a timely manner will preclude permit issuance even when the applicant meets the eligibility criteria for such permit.

(ii) *Application based on the prior permit/application history criterion.* On or about June 16, 2003, the RA will mail an application for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish to each owner of a vessel who, according to NMFS' permit records, is eligible based on the permit or application history criterion in paragraph (r)(2)(i) of this section. Information requested on the application is consistent with the standard information required in paragraph (b)(3)(ii) of this section. The RA will also mail each such owner a notice that his/her existing charter vessel/headboat permit(s) for coastal migratory pelagic fish and/or Gulf reef fish will expire November 13, 2003, and that the new permit(s) required under this moratorium will be required as of that date. A vessel owner who believes he/she qualifies for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on permit or application history, but who does not receive an application from the RA, must request an application from the RA and provide documentation of eligibility. The RA will mail applications and notifications to vessel owner addresses as indicated in NMFS' permit records.

(iii) *Application based on a charter vessel/headboat under construction prior to March 29, 2001.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on the vessel-under-construction eligibility criterion in paragraph (r)(2)(ii) of this section must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and the documentation of construction and associated costs as specified in paragraph (r)(2)(ii) of this section.

(iv) *Application based on historical captain status.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on historical captain status must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and documentation of the criteria specified in paragraphs (r)(2)(iii)(A) and (B) of this section. Such documentation includes income tax records pertinent to verifying earned income; a copy of the applicable

USCG license and/or Certificate of Inspection; and a notarized affidavit signed by a vessel owner certifying the period the applicant served as captain of a charter vessel or headboat permitted for Gulf reef fish and/or coastal migratory pelagic fish whether the charter vessel or headboat was permitted for Gulf reef fish or coastal migratory pelagic fish or both, and whether the charter vessel or headboat was uninspected (i.e., 6-pack) or had a USCG Certificate of Inspection.

(v) *Incomplete applications.* If an application that is postmarked or hand-delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(6) *Issuance of initial permits.* If a complete application is submitted in a timely manner and the applicable eligibility requirements specified in paragraph (r)(2) of this section are met, the RA will issue a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish or a letter of eligibility for such fisheries, as appropriate, and mail it to the applicant not later than November 3, 2003.

(7) *Notification of ineligibility.* If the applicant does not meet the applicable eligibility requirements of paragraph (r)(2) of this section, the RA will notify the applicant, in writing, of such determination and the reasons for it not later than October 14, 2003.

(8) *Appeal process.* (i) An applicant may request an appeal of the RA's determination regarding initial permit eligibility, as specified in paragraph (r)(2) of this section, by submitting a written request for reconsideration to the RA with copies of the appropriate records for establishing eligibility. Such request must be postmarked or hand-delivered within 45 days after the date of the RA's notification of ineligibility and may include a request for an oral hearing. If an oral hearing is granted, the RA will notify the applicant of the place and date of the hearing and will provide the applicant a maximum of 45 days prior to the hearing to provide information in support of the appeal.

(ii) A request for an appeal constitutes the appellant's authorization under section 402(b)(1)(F) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et. Seq.) for the RA to make available to the appellate officer(s) such confidential records as are pertinent to the appeal.

(iii) The RA may independently review the appeal or may appoint one or more appellate officers to review the appeal and make independent recommendations to the RA. The RA will make the final determination regarding granting or denying the appeal.

(iv) The RA and appellate officer(s) are empowered only to deliberate whether the eligibility criteria in paragraph (r)(2) of this section were applied correctly. Hardship or other factors will not be considered in determining eligibility.

(v) The RA will notify the applicant of the decision regarding the appeal within 45 days after receipt of the request for appeal or within 45 days after the conclusion of the oral hearing, if applicable. The RA's decision will

COAST PILOT 4 (Continued)

constitute the final administrative action by NMFS.
(FR 5/15/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 4

Page 38—Paragraph 656, line 4 to Paragraph 657, line 1;
read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones

Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution

The FWPCA also ...
(CL 139/02; 40 CFR 140) 36/03

Page 115—Paragraphs 1542 to 1543; read:
(d) [Suspended]
(e) [Suspended]
(FR 5/22/03) 36/03

Page 118—Paragraph 1593, lines 8 to 12; read:
of Canada by fax at 315-764-3235 or at 315-764-3200.
(FR 5/22/03) 36/03

Page 118—Paragraph 1594, line 4 to Paragraph 1599; read:
Captain of the Port (COTP).
(d) [Suspended]
(FR 5/22/03) 36/03

Page 119—Paragraphs 1606 to 1608; read:
(c) [Suspended]
(FR 5/22/03) 36/03

Page 497—Paragraph 11, line 1; read:
Seattle: Director, Marine Operations Center (Pacific),
National ...
(CL 1200/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 5

Page 396—Paragraph 168, lines 7 to 9; read:
near the head of the southerly branch. In January 2003, the
reported centerline controlling depth was 12 feet from St.
Johns River to the mouth of the creek, thence in 1985, 10
feet at midchannel to near the head of the southerly branch.
(CL 1025/03; CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 173, line 1; read:
Overhead power cables with a reported least clearance of
81 ...
(CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 174; read:
An overhead power cable with a reported clearance of 85
feet crosses the river about 3.5 above the highway bridge at
Palatka.
(CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 177, line 1; read:
In October 2002, shoaling to 5.4 feet was ...
(CL 1025/03; BP 180777) 36/03

Page 396—Paragraph 179; read:
The eastern entrance at **Polly Creek** is just to the west of
the mouth of Dunns Creek.
(CL 1042/03; BP 180777) 36/03

Page 397—Paragraph 180, line 3; read:
obstructed by a row of submerged pilings in Dunns Creek.
(CL 1042/03; BP 180777) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 6

Page 80 to Page 81; strike out.
(FR 7/1/03) 36/03

Page 82—Paragraph 706, line 7; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Des-
ignated Frequencies, and ...
(FR 7/1/03) 36/03

Page 120—Paragraph 1621, line 4; read:
which the direction of traffic may be recommended.
Navigable waters means all navigable waters of the United
States including the territorial sea of the United States,
extending to 12 nautical miles from United States baselines,

COAST PILOT 4 (Continued)

as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03) 36/03

Page 120—Paragraphs 1623 to 1627; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03) 36/03

Page 121—Paragraph 1661, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 36/03

Page 121—Paragraph 1662 to Paragraph 1664, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1680, lines 2 to 6; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as

set forth in this part, or as directed by the Center.
(FR 7/1/03) 36/03

Page 124—Paragraph 1681, line 5 to Paragraph 1682; read: are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(FR 7/1/03) 36/03

Page 124—Paragraph 1686 to Paragraph 1687, line 1; read:

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1690, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1691, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1692, line 7 to Paragraph 1693, line 1; read:

VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...
(FR 7/1/03) 36/03

Page 124—Paragraphs 1702 to 1704; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.
(FR 7/1/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 7

Page 122 to Page 123; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

COAST PILOT 4 (Continued)

Center MMSI ¹ Call Sign	Designated frequency (Channel designation)—purpose ²	Monitoring area ^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)— For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

COAST PILOT 4 (Continued)

<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holand Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

COAST PILOT 4 (Continued)

San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).
<p>Notes:</p> <p>¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.</p> <p>²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.</p> <p>³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).</p> <p>⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.</p> <p>⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.</p> <p>⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.</p>		

(FR 7/1/03)

36/03

COAST PILOT 4

35 Ed 2003

Change No. 8

Page 126—Paragraphs 1705 to 1713; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to

operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
- (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
- (3) Make any other reports as directed by the Center.

(FR 7/1/03)

36/03

Page 126—Paragraph 1719, line 3; read:

VMRS area; and ...

(FR 7/1/03)

36/03

Page 126—Paragraph 1721 to Paragraph 1731, line 1; read:
Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

COAST PILOT 4 (Continued)

Note: All geographic coordinates contained in part ...
(FR 7/1/03) 36/03

Page 130—Paragraph 1765, line 3; read:
more gross tons (except as provided in paragraphs (c) and (d)
of ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1771, lines 1 to 2; read:
(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33,
and 164.46 do not apply to warships or other vessels ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1771, line 7; read:
regulations regarding navigation safety.
(d) Provisions of §164.46 apply to some self-propelled
vessels of less than 1600 gross tonnage.
(FR 7/1/03) 36/03

Page 131—Paragraph 1772, line 1; read:
(a) Except as provided in §164.46(a)(2) of this part
(including §§164.38 and 164.39) does ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1784, line 3; read:
.....**164.74**

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.
IEC 61993-2, Maritime navigation and radiocommunications
equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the
universal automatic identification system (AIS)—Operational and performance requirements, methods of test and
required test results First edition, 2001-12**164.46**
(FR 7/1/03) 36/03

Page 131—Paragraph 1785, line 5; read:
1975**164.13**

Resolution MSC.74(69), Annex 3, Recommendation on
Performance Standards for a Universal Shipborne Automatic
Identification System (AIS), adopted May 12, 1998....**164.46**

SN/Circ.277, Guidelines for the Installation of a Ship-
borne Automatic Identification System (AIS), dated January
6, 2003**164.46**

SOLAS, International Convention for Safety of Life at
Sea, 1974, and 1988 Protocol relating thereto, 2000 Amend-
ments, effective January and July 2002, (SOLAS 2000
Amendments).....**164.46**

Conference resolution 1, Adoption of amendments to the
Annex to the International Convention for the Safety of Life
at Sea, 1974, and amendments to Chapter V of SOLAS
1974, adopted December 12, 2002**164.46**
(FR 7/1/03) 36/03

Page 131—Paragraph 1788, line 4; read:
Services and Ship-to-Ship Identification, 1992**164.43**
ITU-R Recommendation M.1371-1, Technical character-

istics for a universal shipborne automatic identification sys-
tem using time division multiple access in the VHF maritime
mobile band, 1998-2001**164.46**
(FR 7/1/03) 36/03

Page 137—Paragraph 1961, line 3 to Paragraph 1962, line
2; read:
with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide
automated position reports to a Vessel Traffic Service (VTS)
under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 137—Paragraph 1980, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, opera-
tional AIS that complies with the IMO Resolution
MSC.74(69), ITU-R Recommendation M.1371-1, and IEC
61993-2, and that is installed using IMO SN/Circ.277
(Incorporated by reference, see §164.03) as of the date spec-
ified. “Length” refers to “registered length” as defined in 46
CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length
engaged in commercial service and on an international
voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section,
the following vessels subject to the International Conven-
tion for Safety at Life at Sea, 1974, (SOLAS) as amended,
that are on an international voyage must also comply with
SOLAS, chapter V, as amended by SOLAS 2000 Amend-
ments and Conference resolution 1 (Incorporated by refer-
ence, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more,
not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the
first safety survey for safety equipment on or after July
1, 2003;

(iii) Vessels, other than passenger vessels or tankers,
of 50,000 gross tonnage or more, not later than July 1,
2004; and

(iv) Vessels, other than passenger vessels or tankers,
of 300 gross tonnage or more but less than 50,000 gross
tonnage, not later than the first safety survey for safety
equipment on or after July 1, 2004, but no later than
December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this
section, the following vessels, transiting an area listed in
table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in
length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and
more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one
or more passengers for hire; and

COAST PILOT 4 (Continued)

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 9

Page 1—Paragraph 2, line 4; read:

<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...

(NOS/03) 36/03

Page 144—Paragraph 2123; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject

to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 10

Page 253—Paragraph 137, lines 4 to 6; read:

whales. In the fall, October through December, right whales migrate from New England waters to their calving grounds in the coastal waters of South Carolina, Georgia, and north-eastern Florida (the species only known calving ground). This migration can bring them to within 25 miles of the coast. The calving season is generally December through ...

(CL 1381/03) 36/03

Page 255—Paragraph 150, line 7; read:

CFR 224.103(c), chapter 2 for limits, regulations and exceptions).

(50 CFR 224) 36/03

Page 274—Paragraph 18; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Virginia and North Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 297—Paragraph 7; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina coast, and may occur in the approaches of the deepwater ports of Wilmington and Morehead City (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 319—Paragraph 9; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina and South Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 322—Paragraph 40; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Georgetown (peak season: December through April). (See **north-**

COAST PILOT 4 (Continued)

ern right whales, indexed as such in chapter 3).
(CL 1381/03)

36/03

yards. (See **50 CFR 224.103(c)**, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 335—Paragraph 156; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Charleston Harbor (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).
(CL 1381/03)

36/03

Page 404—Paragraphs 9 to 33; strike out.
(NOS/03)

36/03

Page 409—Paragraph 91, lines 3 to 6; read:

(See **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally, December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 343—Paragraph 22; read:

Northern Right Whales

Northern right whales have been sighted within 25 miles from the coast as far north as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor, and the Savannah River in the calving season, generally December through March. In February, March, and April, right whales accompanied by calves, migrate northward to their summer feeding grounds off New England. This can take them to within 25 miles of the coastline.
(CL 1381/03)

36/03

Page 470—Paragraph 275, lines 4 to 5; read:

Basin. In February 2003, the channel had a midchannel controlling depth of 4.5 feet. There are ...
(BPs 181043-44; CL 1240/03)

36/03

COAST PILOT 5**30 Ed 2003****Change No. 43
LAST NM 35/03**

Page 333—Paragraphs 345 to 361; read:

Vessel Traffic Information Service (VTIS) and Pilotage. Positive control of Calcasieu River navigation is exercised through vessel traffic scheduling procedures accessible at <http://www.lakecharlespilots.com/vtssafety/> or by calling 337-436-0372 when pilotage is required and otherwise through liaison with the Lake Charles Harbor and Terminal District Harbormaster by calling 337-493-3620 to request priority transit or to address extraordinary navigation evolutions which might be expected to adversely affect other navigation.

Vessel Traffic Information Service (VTIS), Lake Charles, operated by the Lake Charles Pilots, has been established for the Port of Lake Charles including the entire Calcasieu Ship Channel. The service extends from Calcasieu Channel Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.) to the Interstate Route 10 Bridge at Lake Charles.

This Vessel Traffic Information Service (VTIS) is designed to enhance navigational safety, security and efficiency and provides vessels with information regarding the movements and intentions of other vessels within the VTIS area. The Lake Charles Harbor and Terminal District, through its agent(s) [harbormaster], establishes navigable waterway operating controls as authorized by Louisiana State Statute, LA R.S. 34:215, and is available for receiving special priority requests and for mediating disputes. Owners or agents of vessels may make mutual agreements on the priority of certain vessels. This VTIS is not intended in any way to supersede or alter applicable Navigation Rules. The working channels for the VTIS are VHF-FM channels 16 and 66A and VHF-FM international radio channel 66. Vessels calling "VTIS Lake Charles" shall give their name, length, beam, deepest fresh-water draft, maximum air draft, destination, and ETA for the appropriate pilot boarding area. This information may also be sent via email to dispatch@lakecharlespilots.com prior to arrival. Vessels entering the VTIS area will be advised by VTIS Lake Charles of the other traffic navigating within the area. All vessels are requested to

Page 359—Paragraph 10, line 3; read:

coast out 15 nautical miles (see **50 CFR 226.203(c)**, ...
(50 CFR 226)

36/03

Page 359—Paragraph 10, lines 5 to 8; read:

as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor and Savannah River in the calving season generally December through March. In March and April, right whales accompanied by calves migrate northward from the critical habitat, often within 25 miles of the coast to ...
(CL 1381/03)

36/03

Page 359—Paragraph 10, line 12; read:

whale. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, ...
(50 CFR 224)

36/03

Page 368—Paragraph 123, lines 3 to 6; read:

right whales (See **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 374—Paragraph 196, lines 4 to 7; read:

CFR 226.203(c), chapter 2. The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 381—Paragraph 5, lines 3 to 6; read:

northern right whales (see **CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500

COAST PILOT 5 (Continued)

advise VTIS Lake Charles 6 hours before entering the system inbound, outbound, or maneuvering between points within the VTIS, and again approximately 1 hour prior to entering the system. Vessel transit projections/priorities may be governed by tide and current, and are dependent upon available under-keel clearance. Otherwise, every attempt is made to offer pilotage to best optimize channel use toward minimizing demurrage. The Lake Charles Pilots consult and cooperate with the Lake Charles Harbor and Terminal District to assist best operation of the navigable waterway system under the District's jurisdiction.

Vessels shall report to VTIS Lake Charles at the following positions:

1. When entering or leaving the Calcasieu Bar Channel, time and buoy number are reported.
2. Crossing the intersection of the Calcasieu Ship Channel and the Gulf Intracoastal Waterway (GIWW), time is reported.
3. Upon arrival or departure at a terminal, or other destination, time is reported.
4. Dredges or other vessels working on the waterway will report to VTIS Lake Charles daily and at any time they change location within the VTIS area.
5. Vessels traveling in the Intracoastal Waterway and intending to cross or enter the ship channel should give a security call on VHF-FM channel 13, and call VTIS Lake Charles on VHF-FM Channel 66A 30 minutes prior to crossing or entry and adjust speed so as to enter the river when the channel is clear.
6. Vessels intending to transit the Calcasieu Ship Channel between the Intracoastal Waterway (Light 92) and Cameron (Light 48) should contact VTIS on VHF-FM 66A to check the existence and/or status of any moving safety zones or other deep-draft traffic that may require special consideration or action.

Pilotage, Calcasieu River Waterway (enroute to Lake Charles)-State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have the pilot on board prior to entering the buoyed channel.

Prior to disembarking pilots, vessels' draft must be such that vessels are capable of maneuvering outside the buoyed channel if necessary to provide a safe lee. Non-piloted shallow draft vessels optionally using the buoyed channel must give way to piloted deeper-draft vessels.

Arrangements for pilot service are usually handled through the ships' agents, by telephone, 337-436-0372, via email to dispatch@lakecharlespilots.com, via fax, 337-478-5354, or by radiotelephone on VHF-FM channel 66A. The pilots carry portable VHF radios and use VHF-FM channel 66A as working frequency. The pilot office in Lake Charles monitors VHF-FM channels 66A and 16. The pilot office stands by for pilot orders and for the Vessel Traffic Information Service (VTIS). Traffic information can be obtained by any vessel using the traffic service. Lake Charles Pilots

request notices directly from vessels requesting pilots via email to dispatch@lakecharlespilots.com or by telephone at 12 hours and six hours prior to ETA. A minimum 4-hour notice of time of arrival at one of the following designated pilot stations, where pilots will board, is required.

Multiple pilot boarding areas exist due to the varying depths of water adjacent to the buoyed channel. Boardings and disembarkations normally are accomplished in the safety fairway outside of the buoyed channel. Vessels awaiting pilots should wait in the safety fairway, outside of the buoyed channel, in an area of sufficient water until the pilot boards the vessel.

Recommended Pilot Boarding Areas**Station No. 1, for vessels drawing less than 30 feet.**

Near the entrance channel within 1 mile of 29°38.8'N., 93°19.5'W., and thence an area 1 mile wide extending 2.7 miles NNW on the E side of the channel to about 29°42.6'N. Small vessels should await the pilot in the NE corner of the boarding area.

Station No. 2, for vessels drawing between 30 and 34 feet.

An area on the E side of the outer approach channel 1 mile wide and extending 2.5 miles NW and SE from 29°34'N., 93°16'W.

Station No. 3, for vessels drawing between 34 feet and 36 feet.-A circular area within 1 mile of a point in 29°27.3'N., 93°13.4'W., and thence an area 1 mile wide extending 2.7 miles N on the E side of the channel to about 29°31.1'N.

Station No. 4, for vessels drawing over 36 feet.-A circular area within 1 mile of Calcasieu Channel Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.).

Navigation Guidelines, Calcasieu River Waterway

Substantial increasing numbers of large deeper draft ocean-going vessels navigate the Calcasieu River Channel. The channel is dredged to maintain a 40-foot depth and 800-foot bar channel and 400-foot River Channel. Based upon reported marine casualties and on navigational challenges arising from the increased traffic, and after consultation with local marine interests, certain guidelines exist to enhance safe navigation.

No vessel will be required to meet another vessel within the VTIS area if, in the opinion of the master or pilot of either vessel, it would be hazardous to do so because of some special circumstance or condition.

Proposed movement of drilling rigs, submersibles, and other floating heavy equipment must be preapproved at least 24 hours in advance by the Lake Charles Pilots, Inc., Harbor-master and U. S. Coast Guard, Captain of the Port representative. Mooring or anchoring these vessels or units within the system or otherwise obstructing traffic is prohibited without prior approval.

The two Cameron ferries monitor VHF-FM channels 13 and 30. Vessels transiting this area should contact the ferry for information as necessary.

Meeting and passing situations involving two vessels with combined beams exceeding 50% of the available channel width are restricted. Both involved pilots may, however, agree that conditions are such that meeting or passing can be accomplished safely.

In fog, or any condition that restricts visibility, vessels will

COAST PILOT 5 (Continued)

not normally be moved until conditions improve to a point where one-mile visibility is available, throughout the route to be transited.

All vessels transiting the channel must be ballasted to a condition that keeps the propeller and rudder submerged to a sufficient degree to maintain control of the vessel.

Liquefied Natural Gas (LNG) vessels transiting within the pilotage area shall be piloted in accordance with the current U. S. Coast Guard Liquefied Natural Gas (LNG) Vessel Management and Emergency Plan promulgated by the cognizant USCG Captain of the Port.

(DD 4346)

36/03

COAST PILOT 5 30 Ed 2003 Change No. 44

Page 261—Paragraph 286, line 3; read:

feet. A marina, about 2.6 miles above the bridge on the N side of Bayou Grande, has berths, gasoline, a launching ramp, ice, dry storage and a 10-ton lift available for engine repairs.

(CL 2330/02; NOS 11378)

36/03

Page 262—Paragraph 298, line 2; read:

Cummings Point has a fixed span with a clearance of 39 feet. A marina close S of the bridge on the W side of the bay has berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, marine supplies, and an 8-ton forklift available. Hull, engine, and electronic repairs can be made.

(DB 1222; NOS 11378)

36/03

Page 262—Paragraph 301, line 8 to Paragraph 302; read: coves and **Cotton Bayou**, on the W side of Perdido Pass 0.7 mile above the entrance. (See the small-craft facilities tabulation on chart 11378 for services and supplies available.)

(DB 1277; DB 1339; DB 1357;

DB 360; NOS 11378)

36/03

Page 267—Paragraph 45, line 9; read:

ramp, wet and dry storage, marine supplies, pump-out station and a 20-ton lift. The approach to the facility is marked ...

(DB 1324)

36/03

Page 284—Paragraph 340, line 12; read:

gasoline, pump-out station, wet and dry storage, marine supplies, a launching ramp, and an 8-ton mobile ...

(CL 125/03)

36/03

Page 352—Paragraph 242, lines 5 to 10; read:

craft; each berth has electrical and water connections. In December 2002, the reported approach depth was 20 feet with 10 feet alongside the slips. The yacht yard at the inner end of the basin has a lift that can handle craft up to 70 feet for hull, engine, and electronic repairs, or dry open or covered storage. Gasoline, diesel fuel, water, ice, marine supplies, pump-out station, and berths with electricity are ...

(CL 1522/02; CL 123/03)

36/03

Page 356—Paragraph 305, lines 7 to 9; read:

basin had a reported controlling depth of 8 feet in June 2002. Gasoline, diesel fuel, water, ice, open and covered berths with electricity, a launching ramp, pump-out station, and an electronic hoist to 3 tons are available.

(CL 1522/02)

36/03

Page 357—Paragraph 317, lines 2 to 5; read:

basin about 1 mile NW of the point. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps, cranes to 5 tons, open and covered berths with electricity, pump-out station, and storage facilities are available, engine repairs can be made. In September 1981, a ...

(CL 61/02; CL 1522/02 CL 123/03; NOS 11326)

36/03

Page 364—Paragraph 453, lines 6 to 14; read:

4 feet in January 2003, leads to the marina from the Intracoastal Waterway, 0.3 mile SW from the twin causeways connecting Virginia Point and Galveston. In January 2003, depths of 6 feet were reported in the basin. The marina has open and covered slips for about 120 boats up to 50 feet, water, electricity, gasoline, ice, launching ramp and marine supplies.

(CL 122/03)

36/03

Page 393—Paragraph 203, lines 7 to 10; read:

launching ramps, and berths are available at marinas on **Little Sabine Bay** at Pensacola Beach at the S end of the bridge. In 1999, 5 feet was reported in the marked channel leading from the waterway. The channel is marked by private daybeacons. A yacht club close E of the N end of the bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 15-ton forklift available.

(DB 1342; NOS 11378)

36/03

Page 393—Paragraph 205, lines 6 to 8; read:

launching ramps, marine supplies, pump-out station, wet and dry storage, and berths with water and electricity are available. A mobile hoist can haul out craft to 25 tons for hull repairs.

(DB 1263; DB 1267)

36/03

Page 393—Paragraph 208, lines 2 to 8; read:

close E of the bridge, on the S bank of the waterway, has berths, electricity, gasoline, diesel fuel, water and ice available. A marina is on the basin on the S bank of the waterway about 0.7 mile W of the bridge. Gasoline, diesel fuel, water, ice, pump-out station, launching ramps, wet and dry storage, marine supplies, and open and covered berths with electricity are available. A 10-ton mobile hoist is available for hull and engine repairs. A marine railway at ...

(DB 1262; DB 1358; NOS 11378)

36/03

Page 393—Paragraph 212, lines 3 to 10; read:

electricity, gasoline, diesel fuel, ice, wet storage, and pump-out station available. The approach to the marina is marked

COAST PILOT 5 (Continued)

by private daybeacons and, in April 2003, had a reported controlling depth of 10 feet. A marina in **Roberts Bayou**, locally known as Pirates Cove, on the N side of Arnica Bay, has berths, electricity, water, ice, launching ramp, wet storage and a 15-ton lift. Hull, engine, and electronic repairs are available. The channel leading to the marina is marked by private daybeacons and, in May 2003, had a reported controlling depth ...

(DB 1239; DB 1307)

36/03

Page 403—Paragraph 407, line 2; read:

Mile 438.6W. A harbor on the N side of the waterway at **Mile 400.0W.** has berths, electricity, gasoline, diesel fuel, launching ramps, pump-out station, wet storage, water, ice and marine supplies.

(CL 1203/03)

36/03

Page 404—Paragraph 409, lines 2 to 5; read:

the N side of the waterway at **Mile 440.7W.** Gasoline, water, ice, a launching ramp and limited marine supplies are available. A depth of 5 feet is reported alongside.

(CL 989/01)

36/03

COAST PILOT 5 30 Ed 2003 Change No. 45

Page 221—Paragraph 339, lines 7 to 14; read:

channel is marked by lights and daybeacons. In March 2003, the controlling depth was 10 feet from the channel entrance to Light 7. Above Light 7, the controlling depths were 8 feet to the highway bridge, thence 6.2 feet (7.1 feet at midchannel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.1 to 8 feet ...

(CL 1221/03; BPs 181010-18)

36/03

Page 228—Paragraph 17, lines 3 to 4; read:

Bay, is about 1.6 miles long. **Egmont Key Light** (27° 36'03"N., 82°45'38"W.), 85 feet above the water, is shown from a white ...

(28/03 CG7; LL/03)

36/03

Page 240—Paragraph 261, line 2; read:

Egmont Key Light (27°36'03"N., 82°45'38"W.), is a beach community ...

(28/03 CG7; LL/03)

36/03

Page 240—Paragraph 265; read:

In January 2003, depths of 9 feet were reported to marinas on the island channel between Long Key and **Vina del Mar**. Berths, gasoline, diesel fuel, wet and dry storage, water, ice, marine supplies and lifts that can handle craft up to 9 tons are available. Hull, engine and radio repairs can be made.

(CL 723/03)

36/03

Page 242—Paragraph 305, lines 7 to 8; read:

gasoline, berths, water, ice, wet and dry storage, marine supplies and a 4-ton lift are available. Hull, engine and electronic repairs can be made.

(CL 1018/03)

36/03

Page 246—Paragraph 358, lines 10 to 11; read:

marginal county wharf. In June 2003, the controlling depth was 4.4 feet (5.0 feet at midchannel) with 3.3 to 4.0 feet in the basin.

(CL 1347/03; BPs 181252-58)

36/03

Page 248—Paragraph 33, lines 8 to 9; read:

range of **tide** is 2.5 feet. **Shell Point Light** (30°02'21"N., 84°17'41"W.), 17 feet above the water and shown from a pile ...

(30/03 CG8; LL/03)

36/03

Page 248—Paragraph 36, line 7; read:

(29°56'00"N., 84°18'00"W.), 17 feet above the water and shown ...

(02/03 CG8; LL/03)

36/03

Page 388—Paragraph 102, lines 3 to 7; read:

Causeway. A small-boat basin has gasoline, wet and dry storage, a launching ramp and marine supplies. Hull, engine and electronic repairs can be made. In May 2003, the reported approach depth was 4 feet.

(CL 1115/03)

36/03

Page 388—Paragraph 103, lines 3 to 4; read:

berths with electricity, wet and dry storage, water and ice are available. In January 2003, depths of 5 feet were reported in the approach channel with 8 feet ...

(CL 722/03)

36/03

Page 388—Paragraph 105, lines 4 to 13; read:

vertical clearances of 20 feet cross the creek. A marina at the head of the creek has a 60-ton lift that can handle craft for hull, engine, and electronic repairs and wet and dry storage. Gasoline, diesel fuel, water, ice and marine supplies are available. Two overhead power cables with a minimum clearance of 27 feet cross the southwesternmost marina slip. In January 2003, depths of 8 feet were reported in the approach channel.

(CL 722/03)

36/03

Page 388—Paragraph 106, lines 6 to 10; read:

supplies, wet and dry storage, launching ramp, pump-out station, and open and covered berths with electricity for more than 300 boats are available. A 55-ton mobile hoist can handle craft to 60 feet and a forklift can handle craft to 25 feet for complete repairs. In January 2003, the reported controlling depth in the lagoons was about 6 feet in the privately marked channel.

(CL 722/03; CL 1018/03)

36/03

Page 389—Paragraph 114; read:

A marina, on the W side of the entrance to Clam Bayou, has a 10-ton mobile hoist that can handle craft up to 40 feet. Gasoline, a pump-out station, ice and dry storage are available.

(CL 1018/03)

36/03

COAST PILOT 5 (Continued)

Page 411—Paragraph 167, lines 3 to 4; read:
of Puerto Arecibo. In May 2003, depths of 22.5 feet were
available in the entrance channel and 9.2 to 14.0 feet in the
basin off ...

(CL 1212/03; BPs 180984-85) 36/03

COAST PILOT 5 30 Ed 2003 Change No. 46

Page 389—Paragraph 116, lines 5 to 12; read:
W of the creek. The channels are privately marked. In 2002,
the channel leading N had a reported depth of 8 feet and the
channel leading W had a reported depth of 12 feet. Water,
ice, wet storage, and open or covered berths with electricity
are available for over 300 boats to 48-feet at the two marinas.
A 60-ton marine hoist at the marina at the creek entrance can
handle craft to 80 feet for hull, engine and electronic repairs.
(CL 590/03) 36/03

Page 389—Paragraph 122, line 7; read:
bridge are close N of the highway bridge. A marina, south of
the bridge and on the E side, has gasoline, water, ice, pump-
out station, wet and dry storage, and marine supplies avail-
able. Engine repairs can be made. A marina north of the
bridge and on the W side has gasoline, water, ice, marine
supplies, a 6-ton lift and dry storage available.
(CL 721/03; CL 1018/03) 36/03

Page 389—Paragraph 125, lines 10 to 11; read:
about 5 feet in January 2003, leads to the municipal marina
at Madeira Beach. Gasoline, diesel fuel, pump-out station,
water, ice, marine supplies, dry storage, a ...
(CL 721/03) 36/03

Page 389—Paragraph 128, lines 1 to 2; read:
Berths, electricity, gasoline, diesel fuel, water, ice, wet and
dry storage, pump-out station, lifts to 30-tons, and hull,
engine and radio repairs are available at several marinas
along The Narrows ...
(CL 591/99; CL 1018/03; NOS 11411) 36/03

Page 390—Paragraph 140, lines 5 to 7; read:
water, ice, pump-out station, launching ramp, wet and dry
storage and marine supplies are available; hull, engine are
electronic repairs can be made. At Clearwater just E of **Mile**
136.6, a 60-ton mobile hoist can handle craft up to 70 feet.
(CL 591/99; CL 1018/03) 36/03

Page 390—Paragraph 148, lines 4 to 6; read:
ramp, pump-out station and water are available. A motel is
on the N mole, and a boat club is on the S mole. In May
2003, the reported approach and alongside depth was 4 feet.
The entrance ...
(CL 1018/03) 36/03

Page 390—Paragraph 150, lines 3 to 5; read:
ice, wet and dry storage, and engine repairs are available. In
May 2003, 4 feet was reported in the approach channel;

thence in 1982, 2.5 ...
(CL 1018/03) 36/03

Page 390—Paragraph 153, lines 5 to 12; read:
The channel is marked by private daybeacons. There are sev-
eral marinas in the basins, which in 2000 had a reported
depth of 3 feet. There are forklifts and a 10-ton mobile hoist.
Hull, engine, and electronic repairs can be made. Gasoline,
diesel fuel, water, ice, marine supplies, wet and dry storage,
launching ramps and covered berths with electricity are
available.
(CL 676/00; CL 760/00; NOS 11411) 36/03

COAST PILOT 7 34 Ed 2002 Change No. 25
LAST NM 34/03

Page 82—Paragraph 1413; insert after:
§110.238 Apra Harbor, Guam.
(a) The Anchorage grounds (Datum WGS 84). (1) Gen-
eral Anchorage. The waters bounded by a line connecting
the following points:

Latitude	Longitude
13°27'32.0"N	144°39'36.8"E
13°27'21.0"N	144°39'22.8"E
13°27'12.5"N	144°37'25.4"E

and thence along the shoreline to

Latitude	Longitude
13°27'45.5"N	144°39'34.8"E

and thence to the point of beginning.

(2) Explosives Anchorage 701. The water in Naval
Anchorage A bounded by the arc of a circle with a radius
of 350 yards and located at:

Latitude	Longitude
13°26'54.0"N	144°37'53.5"E

(3) Naval Explosives Anchorage 702. The waters in the
General Anchorage bounded by the arc of a circle with a
radius of 350 yards and with the center located at:

Latitude	Longitude
13°27'29.9"N	144°38'13.0"E

(4) Naval Anchorage A. The waters bounded by a line
connecting the following points:

Latitude	Longitude
13°26'47.3"N	144°37'42.6"E
13°27'02.0"N	144°37'42.6"E

COAST PILOT 7 (Continued)

13°27'10.6"N	144°39'00.8"E
13°26'59.6"N	144°39'00.8"E
13°26'59.6"N	144°39'08.6"E
13°26'54.3"N	144°39'08.6"E
13°26'54.3"N	144°39'24.2"E
13°26'42.2"N	144°39'24.2"E
13°26'40.4"N	144°38'01.8"E

and thence to the point of beginning.

(5) Naval Anchorage B. The waters bounded by a line connecting the following points:

Latitude	Longitude
13°26'43.7"N	144°39'53.3"E
13°26'53.6"N	144°40'03.8"E
13°26'51.0"N	144°40'06.0"E
13°26'41.0"N	144°39'56.0"E

and thence along the shoreline to the point of beginning.

(b) *The regulations*—(1) *General Anchorage*. Any vessel may anchor in the General Anchorage except vessels carrying more than 25 tons of high explosives.

(2) *Explosives Anchorage 701*. Vessels carrying more than 25 tons of high explosives must use Anchorage 701, unless otherwise directed by the Captain of the Port.

(3) *Explosives Anchorage 702*. Except Naval vessels using the anchorage as directed by local Naval authorities, no vessel may anchor so that any part of the hull or rigging, or the anchor tackle may extend into Anchorage 702 at any time.

(4) *Naval Anchorages A and B*. (i) Except as provided in paragraph (b)(3)(ii) of this section, non-naval vessels may not anchor within these anchorages or use the mooring buoys therein without permission of the local Naval authorities obtained through the Captain of the Port. (There is a user charge for the use of these mooring buoys.)

(ii) Small craft that are continuously manned and capable of getting underway may anchor within these anchorages during daylight hours without prior approval of the Captain of the Port.

(5) *General regulations*. (i) Vessels may use the Naval mooring buoys in the General Anchorage without charge for a period up to 72 hours if authorized by the Captain of the Port. Vessels so moored shall promptly move at their own expense upon notification from the Captain of the Port.

(ii) Except for vessels not more than 65 feet in length, all vessels shall anchor in an anchorage ground.

(iii) Vessels anchored in an anchorage ground shall place their anchors within the anchorage ground so that no portion of the hull or rigging at any time extends outside the anchorage ground.

(iv) No vessel may anchor in the harbor for more than

30 consecutive days without permission of the Captain of the Port.
(33 CFR 110) 36/03

Page 138—Paragraph 3409; read:

§165.1401 Apra Harbor, Guam—safety zones.

(a) The following is designated as Safety Zone A—The waters of the Pacific Ocean and Apra Outer Harbor encompassed within an arc of 725 yards radius centered at the center of Wharf H. (Located at 13°27'47"N. and 144°39'01.9"E. Based on World Geodetic System 1984 Datum)

(b) The following is designated Safety Zone B—The waters of Apra Outer Harbor encompassed within an arc of 680 yards radius centered at the center of Naval Wharf Kilo. (Located at 13°26'43"N., 144°37'46.7"E. Based on World Geodetic system 1984 Datum)

(c) Special regulations. (1) Section 165.23 does not apply to Safety Zone A and/or Safety Zone B, except when Wharf H and/or Naval Wharf Kilo, or a vessel berthed at Wharf H and/or Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night.

(2) In accordance with the general regulations in 165.23 of this part, entry into these zones is prohibited unless authorized by the Captain of the Port, Guam.

§165.1402 Apra Outer Harbor, Guam—regulated navigation area.

(a) The following is a regulated navigation area—The waters of the Pacific Ocean and Apra Outer Harbor enclosed by a line beginning at

13°26'47"N., 144°35'07"E; thence to Spanish Rocks at

13°27'09.5"N., 144°37'20.6"E; thence along the shoreline of Apra Outer Harbor to

13°26'28.1"N., 144°39'52.5"E (the northwest corner of Polaris Point); thence to

13°26'40.2"N., 144°39'28.1"E; thence to

13°26'32.1"N., 144°39'02.8"E; thence along the shoreline of Apra Outer Harbor to Orote Point at 13°26'42"N., 144°36'58.5"E; thence to the beginning. (Based on WGS 84 Datum)

(b) Regulations:

(1) Except for public vessels of the United States, vessels may not enter Apra Outer Harbor without permission of the Captain of the Port if they have on board more than 25 tons of high explosives.

(2) Except for vessels not more than 65 feet in length, towboats or tugs without tows, no vessel may pass another vessel in the vicinity of the Outer Harbor entrance.

(3) Vessels over 100 gross tons shall:

(i) Steady on the entrance range at least 2 miles west of the entrance when approaching Apra Outer Harbor and;

(ii) [Reserved]

(iii) Steady on the range when departing Apra Outer Harbor.

(4) Vessels may not anchor in the fairway. The fairway is the area within 375 feet on either side of a line beginning at

13°26'47"N., 144°35'07"E; thence to

13°27'14.1"N., 144°39'14.4"E; thence to

COAST PILOT 7 (Continued)

13°26'35.2"N., 144°39'46.4"E; thence to
13°26'30.8"N., 144°39'44.4"E. (Based on WGS 84
Datum)

(5) Vessels over 100 gross tons may not proceed at a
speed exceeding 12 knots within the harbor.

(6) No vessel may leave Apra Outer Harbor until any
inbound vessel over 65 feet in length has cleared the Outer
Harbor Entrance.

**§165.1403 Security Zone: Tinian, Commonwealth
Northern Marianas Islands.**

(33 CFR 165)

36/03

Page 138—Paragraph 3420; insert after:

§165.1404 Apra Harbor, Guam—security zone.

(a) The following is designated as Security Zone C—The
waters of Apra Outer Harbor, Guam surrounding Naval
Mooring Buoy No. 702 (Located at 13°27'30.1"N. and
144°38'12.9"E. Based on World Geodetic System 1984
Datum) and the Maritime Propositioning ships moored
thereto. The security zone will extend 100 yards in all direc-
tions around the vessel and its mooring. Additionally, a 50
yard security zone will remain in effect in all directions
around buoy No. 702 when no vessel is moored thereto.

(b) In accordance with the general regulations in §165.33
of this part, entry into Security Zone C is prohibited unless
authorized by the Captain of the Port, Guam.

(FR 33 CFR 165)

36/03

**COAST PILOT 9 21 Ed 2003 Change No. 6
LAST NM 33/03**

Page 46—Paragraph 32, line 7; read:

161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Des-
ignated Frequencies, and ...

(FR 7/1/03)

36/03

Page 47 to Page 48; strike out.

(FR 7/1/03)

36/03

Page 68—Paragraph 481, line 4; read:

which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United
States including the territorial sea of the United States,
extending to 12 nautical miles from United States baselines,
as described in Presidential Proclamation No. 5928 of
December 27, 1988.

(FR 7/1/03)

36/03

Page 68—Paragraphs 483 to 487; read:

Vessel Movement Center (VMC) means the shore-based
facility that operates the vessel tracking system for a Vessel
Movement Reporting System (VMRS) area or sector within
such an area. The VMC does not necessarily have the capa-
bility or qualified personnel to interact with marine traffic,
nor does it necessarily respond to traffic situations develop-
ing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a man-
datory reporting system used to monitor and track vessel
movements. This is accomplished by a vessel providing

information under established procedures as set forth in this
part in the areas defined in Table 161.12(c) (VTS and VMRS
Centers, Call Signs/MMSI, Designated Frequencies, and
Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a
vessel, or an owner, operator, charterer, Master, or person
directing the movement of a vessel that is required to partici-
pate in a VMRS.

(FR 7/1/03)

36/03

Page 70—Paragraph 520, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable ...

(FR 7/1/03)

36/03

Page 70—Paragraph 521 to Paragraph 523, line 1; read:

(c) When not exchanging voice communications, a VTS
User must maintain a listening watch as required by
§26.04(e) of this chapter on the VTS frequency designated in
Table 161.12(c) (VTS and VMRS Centers, Call Signs/
MMSI, Designated Frequencies, and Monitoring Areas). In
addition, the VTS User must respond promptly when hailed
and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very
high frequency watch on Channel 16 (156.800 MHz) is not
required on vessels subject to the Vessel Bridge-to-Bridge
Radiotelephone Act and participating in a Vessel Traffic Ser-
vice (VTS) system when the watch is maintained on both the
vessel bridge-to-bridge frequency and a designated VTS fre-
quency.

(d) As soon as practicable a VTS User shall notify ...

(FR 7/1/03)

36/03

Page 70—Paragraph 539, lines 2 to 6; read:

a system used to monitor and track vessel movements within
a VTS or VMRS area. This is accomplished by requiring that
vessels provide information under established procedures as
set forth in this part, or as directed by the Center.

(FR 7/1/03)

36/03

Page 70—Paragraph 540, line 5 to Paragraph 541; read:

are consolidated into three reports (sailing plan, position, and
final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart
apply to the following vessels and VMRS Users:

(FR 7/1/03)

36/03

Page 70—Paragraph 544, line 2 to Paragraph 547, line 1;
read:

passengers for hire, when engaged in trade.

§161.17 Definitions.

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Move-
ment Center.

Published means available in a widely-distributed and
publicly available medium (e.g., VTS User's Manual, ferry
schedule, Notice to Mariners).

COAST PILOT 9 (Continued)

§161.18 Reporting requirements.

- (a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 73—Paragraph 550, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 73—Paragraph 551, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 73—Paragraph 552, line 7 to Paragraph 553, line 1; read:

VTS frequency.

- (d) A vessel must report:

- (1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or
- (2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

- (e) When reports required by this part include time ...
(FR 7/1/03) 36/03

Page 73—Paragraphs 562 to 569; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
 - (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
 - (3) Make any other reports as directed by the Center.
- (FR 7/1/03) 36/03

COAST PILOT 9 21 Ed 2003 Change No. 7

Page 71 to Page 72; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI¹ Call Sign	Designated frequency (Channel designation)—purpose²	Monitoring area^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		

COAST PILOT 9 (Continued)

<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.

COAST PILOT 9 (Continued)

Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

COAST PILOT 9 (Continued)

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

36/03

COAST PILOT 9**21 Ed 2003****Change No. 8**

cluding §§164.38 and 164.39) does ...

(FR 7/1/03)

36/03

Page 73—Paragraph 578, line 3; read:

VMRS area; and

(FR 7/1/03)

36/03

Page 77—Paragraph 641, line 3; read:

.....164.74

Page 73—Paragraphs 580 to 589; strike out.

(FR 7/1/03)

36/03

International Electrotechnical Commission (IEC)

3, rue de Varembe, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12164.46

(FR 7/1/03)

36/03

Page 75—Subpart C Title through Paragraph 590, line 1; read:

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**Note:** All geographic coordinates contained in part ...

(FR 7/1/03)

36/03

Page 77—Paragraph 642, line 5; read:

1975164.13

Page 77—Paragraph 622, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

36/03

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998....164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments).....164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46

(FR 7/1/03)

36/03

Page 77—Paragraph 628, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less than 1600 gross tonnage.

(FR 7/1/03)

36/03

Page 77—Paragraph 629, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (in-

Page 78—Paragraph 645, line 6; read:

.....164.43

COAST PILOT 9 (Continued)

ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
(FR 7/1/03) 36/03

Page 83—Paragraph 817, line 3 to Paragraph 818, line 2; read:

with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 83—Paragraph 836, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03)

36/03

COAST PILOT 9

21 Ed 2003

Change No. 9

Page 1—Paragraph 2, line 4; read:

<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...

(NOS/03)

36/03

Page 90—Paragraph 974; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191-195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject

COAST PILOT 9 (Continued)

to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones*. These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

36/03

Page 121—Paragraph 24, line 1; read:

Astrolabe Point, 11 miles NW of Cape Spencer, is ...

(NOS 17301)

36/03

Page 330—Paragraph 576; strike out.

(BPs 180448-49; CL 724/03)

36/03

Page 330—Paragraph 578, line 5; read:

length to 300 feet for mooring larger vessels.

South Harbor, just S of the causeway leading to the deep-water pier, is a dredged mooring basin which is protected on its S and E sides by a jetty. The basin is entered through a dredged entrance channel between the deep-water pier and the N end of jetty. In September 2001, the controlling depth in the entrance channel and basin was 16 feet except for shoaling to lesser depths along the edges.

(BPs 180448-49; CL 724/03)

36/03

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1035	- Buoy 15	44 55 26 N 67 08 09 W				Green can.	
		*					36/03
4740	<i>Marshall Point Lighted Buoy MP</i>	43 55 18 N 69 10 54 W	Mo (A) W		6	Red and white stripes with red spherical topmark.	
	*						36/03
10570	- Channel Buoy 4	42 25 31 N 70 57 11 W				Red nun.	
		*					36/03
10575	- Channel Buoy 6	42 25 48 N 70 56 56 W				Red nun.	
		*					36/03
10590	- Channel Lighted Buoy 10	42 26 04 N 70 56 44 W	FIR 6s		4	Red.	
	*	*	*		*	*	36/03
10610	- Channel Lighted Buoy 14	42 26 52 N 70 56 26 W	FIR 4s		4	Red.	
	*	*	*		*	*	36/03
10625	- Channel Lighted Buoy 17	42 27 14 N 70 56 39 W	FG 2.5s		4	Green.	
	*	*	*		*	*	36/03
15835	- Lighted Bell Buoy 13	41 31 41 N 70 41 52 W	FIG 4s		5	Green.	Replaced by can when endangered by ice.
		*			*		36/03
16245	- Lighted Buoy 27	41 44 04 N 70 37 45 W	FIG 4s		5	Green.	Replaced by LIB from Jan. 1 to Mar. 15.
		*			*		36/03
16736	<i>Southwest Approach Lighted Bell Buoy 8</i>		FIR 2.5s		4	Red.	
					*		36/03
16817	<i>Phinney Rock Lighted Buoy DP</i>	41 33 06 N 70 53 00 W	FI (2) W 5s		6	Black and red bands with two black spherical topmarks.	
					*		36/03
16825	- Lighted Buoy 5	41 33 30 N 70 52 00 W	FIG 4s		5	Green.	
					*		36/03
16885	- Lighted Buoy 15	41 37 00 N 70 54 06 W	FIG 4s		5	Green.	
					*		36/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16955	- <i>Lighted Buoy 9</i>	41 38 12 N 70 55 06 W	FI G 2.5s		3	Green.	
					*		36/03
18100	- <i>Lighted Buoy 25</i>	41 36 00 N 71 18 12 W	FI G 4s		5	Green.	
					*		36/03
18140	<i>Mount Hope Bay Approach Lighted Bell Buoy 3</i>	41 37 48 N 71 16 18 W	FI G 4s		5	Green.	Replaced by can when endangered by ice.
					*		36/03
18335	- <i>Channel Lighted Buoy 20</i>		Q R		4	Red.	
					*		36/03
*Add Heading: *Delaware River (Main Channel)							
*18776	- Buoy 2					Red nun.	
							36/03
*18778	- Buoy 4					Red nun.	
							36/03
18825	- <i>Lighted Gong Buoy 3</i>		FI G 4s		5	Green.	
					*		36/03
19295	- <i>Lighted Buoy 2</i>	41 37 12 N 71 24 12 W	FI R 4s		3	Red.	Replaced by nun from Dec. 1 to Mar. 15.
					*		36/03
19430	- Buoy 5						<i>Remove from list.</i>
							* 36/03
21355	<i>Smith Reef Lighted Buoy 30 On southeast end of reef.</i>		FI R 4s		2	Red.	Removed when endangered by ice.
					*		36/03
21800	- <i>Channel Lighted Buoy 3</i>		FI G 4s		5	Green.	
					*		36/03
21875	- <i>Channel Lighted Buoy 7</i>	41 20 19 N 72 05 07 W	FI G 6s		5	Green.	
					*		36/03
21935	- <i>Channel Lighted Buoy 13</i>	41 21 06 N 72 05 12 W	FI G 4s		5	Green.	
					*		36/03

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
23735	- Channel Lighted Buoy 7	41 15 44 N 72 39 50 W	FI G 4s		4	Green.	Replaced by can from Nov. 15 to May 1.
					*		36/03
*Add Note:							
West Haven Channel							
*Channel buoys located 50 feet outside channel limit.							
24234	- Lighted Buoy 1	41 16 54 N 72 54 58 W	FI G 4s		4	Green.	Replaced by can from Nov. 15 to May 1.
					*		36/03
26560	- Lighted Buoy 7		FI G 4s		4	Green.	Replaced by can from Nov. 15 to May 1.
					*		36/03
27665	Gardiners Island Lighted Gong Buoy 1GI	41 09 00 N 72 08 54 W	FI G 4s		5	Green.	
					*		36/03
*37302	Channel Lighted Buoy 10A	40 38 35 N 74 08 08 W	FI R 2.5s		4	Red.	
							36/03
37310	- Channel Lighted Buoy 12	40 38 33 N 74 08 20 W	FI R 4s		4	Red.	
		*					36/03
NEW YORK HARBOR (Chart 12327)							
Newark Bay							
37385	- Channel Lighted Buoy 2	40 38 40 N 74 08 52 W	Q R		4	Red.	
		*					36/03
37390	- Channel Lighted Buoy 3	40 38 41 N 74 09 09 W	FI G 4s		4	Green.	
		*					36/03
*37392	Channel Lighted Buoy 3A	40 38 53 N 74 09 02 W	FI G 6s		4	Green.	
							36/03
37400	- Channel Lighted Buoy 5	40 39 04 N 74 08 55 W	FI G 2.5s		4	Green.	
		*					36/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
Barden Inlet							
<i>Due to frequently changing conditions, positions of aids are not listed.</i>							
29140	- LIGHT 1	34 37 28 N 76 32 24 W	FI G 4s	15	4	SG on pile.	
		*			*		36/03
29225	- LIGHT 19		Q G	15	3	SG on pile.	
					*		36/03
29240	- Daybeacon 24					Red nun.	
						*	36/03
29326.1	- Buoy 3					Green can.	
	*						36/03
*Delete Headings: *BEAUFORT INLET AND CORE SOUND (Chart 11545) *Back Sound							
29327	Middle Marshes Daybeacon 4					TR on pile.	
	*						36/03
29575	- Warning Daybeacon					NW on multi-pile structure worded DANGER SHOAL.	
						*	36/03
30190	SHINN CREEK LIGHT 1		FI G 2.5s	15	3	SG on pile.	
					*		36/03
*30387	SMITH ISLAND RANGE FRONT PASSING LIGHT		Q R	12	3	On same structure as Smith Island Range Front Light.	
							36/03
30390	SMITH ISLAND RANGE REAR LIGHT 871 yards, 007.4° from front light.		Iso R 6s	43		On white skeleton structure on piles.	Visible on range line only. Lighted throughout 24 hours.
			*				36/03
30575	- LIGHT 5S		Q G	15	3	SG on multi-pile structure.	
						*	36/03
30586	- <i>Lighted Buoy 9S</i>		FI G 2.5s		3	Green.	
			*				36/03
30592	- <i>Lighted Buoy 2C</i>		FI R 4s		3	Red.	
			*				36/03
30610	- LIGHT 14		FI R 4s	15	3	TR on multi-pile structure.	
					*		36/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30705	- CHANNEL LIGHT 38		Q R	17	7	TR on multi-pile structure.	Ra ref.
						*	* 36/03
30730	- CHANNEL LIGHT 41		Q G	14	4	SG on multi-pile structure.	Ra ref.
			*			*	36/03
31355	MIDDLE GROUND LIGHT MG		Iso W 6s	15	6	NR on multi-pile structure.	Higher intensity beams toward Albemarle Sound Light, North Point, Colington Island, and Croaton Channel.
						*	36/03
31845	- LIGHT 19		FI G 4s	15	4	SG on multi-pile structure.	
						*	36/03
31855	- LIGHT 22		FI R 4s	15	4	TR on pile.	
						*	36/03
31865	- LIGHT 26		FI R 4s	15	4	TR on multi-pile structure.	
						*	36/03
31880	- LIGHT 29		FI G 4s	15	4	SG on multi-pile structure.	
						*	36/03
	Hodges Reef						
32390	- LIGHT HR On end of reef.		FI W 2.5s	16	5	NR on multi-pile structure.	
						*	36/03
34430	- LIGHT 1A						<i>Remove from list.</i>
							* 36/03
35760	- LIGHT 186		FI R 2.5s	15	3	TR-TY on multi-pile structure.	
						*	36/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
34395	- LIGHT 86	32 54 12 N 79 40 30 W	FI R 4s	16	3	TR-TY on pile.	
				*			36/03
34550	- LIGHT 127		FI G 4s	16	4	SG-SY on pile.	
				*			36/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2981	- RANGE B & D FRONT LIGHT	29 53 44 N 85 23 04 W	Q R	23		KRW on pile.	Visible all around; higher intensity on rangeline.
	*						36/03
3035	- Range D Front Daybeacon						<i>Remove from list.</i>
							*
							36/03
15025	- LIGHT 23	29 09 15 N 89 23 43 W	FI G 4s	17	4	SG on pile.	
		*			*		36/03
15075	- LIGHT 34		FI R 6s	17	4	TR on pile.	
					*		36/03
15110	- LIGHT 41		FI G 4s	17	4	SG on pile.	
					*		36/03
BARATARIA BAY AND APPROACHES (Chart 11358)							
Barataria Bay							
Rattlesnake Bayou Approach							
15520	LAKE GRAND ECAILLE ENTRANCE LIGHT	29 23 35 N 89 52 52 W	FI W 4s	17	5	NB on pile.	Ra ref.
		*			*		36/03
15705	- LIGHT 13		FI G 4s	17	4	SG on pile.	Ra ref.
					*		36/03
15710	- LIGHT 14		FI R 4s	17	3	TR on pile.	Ra ref.
					*		36/03
15765	- LIGHT 25		FI G 4s	17	3	SG on pile.	Ra ref.
					*		36/03
15970	- LIGHT 7		FI G 4s	17	4	SG on pile.	Ra ref.
					*		36/03
CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
510	NOAA Environmental Lighted Buoy EB 46006	40 47 59 N 137 31 00 W	FI (4) Y 20s			Yellow boat-shaped buoy.	
						*	36/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
19395	BELLE ROCK SECTOR LIGHT	48 29 35 N 122 45 10 W	FI W 2.5s (R sector)	22 20	W 5 R 10	NB on black cylindrical base.	Red from 173° to 177°. Covers 42 foot shoal. Higher intensity white beam up and down channel. Aid displays 2 separate lights, white over red.
		*			*		36/03
29425	- Lighted Buoy 11						Remove from list.
							* 36/03
29535	- Lighted Buoy 6						Remove from list.
							* 36/03
29540	- Lighted Buoy 7						Remove from list.
							* 36/03
29543	- Lighted Buoy 8						Remove from list.
							* 36/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
ST. JOSEPH AND BENTON HARBOR (Chart 14930)							
St. Joseph							
19515	- North Pierhead Light	42 07 00 N 86 29 42 W	Iso W 6s	31 9	15 30	White cylindrical tower.	Maintained from Apr. 1 to Nov. 1. HORN: 1 blast ev 30s (3s bl).
					*		36/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
752 <i>H 0027</i>	-Churchill Range, front.	58° 47.0' N 94° 14.0' W	F.W.	79 24		Triangular skeleton tower, orange slatwork daymark.	Visible on range line only.
	-RACON		G(— — •)		10		
	*		*		*	*	36/03
762	-Churchill RACON.						<i>Remove from list.</i>
							*
							36/03
2740 <i>H 0120</i>	Greenly Island , W. part.						<i>Remove from list.</i>
							*
							36/03
*3130	- -AVIATION LIGHT.	49° 05.1' N 61° 42.1' W	Fl.W. period 1.5s fl. 0.2s, ec. 1.3s	420 128	15	Skeleton tower; 403.	
			Fl.W. period 1.5s	223 68	15		
							36/03
3472 <i>H 2113</i>	-Anse du Portage, on wharf.	48° 07.6' N 69° 43.9' W	F.Y.	32 10	8	Square skeleton tower; 20.	Operates at night only.
				*			*
							36/03
3656 <i>H 2168</i>	St. Simeon, government wharf, head.	47° 50.4' N 69° 52.4' W	Iso.R. period 2s	28 8	7	Square skeleton tower; 20.	Operates at night only. Whistle: 1 bl. ev. 30s (bl. 3s, si. 27s).
				*	*	*	*
							36/03
3688 <i>H 2218</i>	Cap aux Corbeaux Range, front.	47° 26.1' N 70° 25.7' W	F.W.	108 33	17	Skeleton tower, fluorescent orange daymark; 100.	Emergency light.
			F.W.	108 33	8		Visible from eastward.
					*	*	
							36/03
3692 <i>H 2218.1</i>	-Rear, 374.6 meters 024°13' from front.	47° 26.3' N 70° 25.6' W	F.W.	171 52	17	Square skeleton tower, fluorescent orange daymark; 25.	Emergency light.
			F.W.	171 52	8		Visible from eastward.
*				*	*	*	
							36/03
6692 <i>H 2162</i>	Pointe de la Riviere du Loup.	47° 50.9' N 69° 34.3' W	Iso.G. period 2s	35 11	7	Square skeleton tower; 30.	Operates at night only.
							*
							36/03
*6990	Mal-Bay.	48° 37.2' N 64° 12.0' W	Fl.G. period 6s fl. 1s, ec. 5s	31 9	6	Gray square mast.	
							36/03

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SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7580 <i>H 1424</i>	Point Escuminac.	47° 04.4' N 64° 47.9' W	Fl.(3)W. period 20s fl. 0.5s, ec. 2s fl. 0.5s, ec. 2s fl. 0.5s, ec. 14.5s	72 22	16	White hexagonal tower, red upper portion; 73.	Obscured 110°-120°. Horn: 2 bl. ev. 60s. Emergency light.
				*	*	*	36/03
8236 <i>H 1008</i>	-Blockhouse Point.	46° 11.4' N 63° 07.8' W	Oc.W. period 4s lt. 3s, ec. 1s	56 17	18	White square tower; 40.	
							* 36/03
8336 <i>H 1057.5</i>	-Fishing Cove W. breakwater, on S. end.	46° 24.4' N 64° 08.1' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	11 4	3	Round mast; 10.	Seasonal.
				*	*	*	36/03
9148 <i>H 0752</i>	-Glace Bay Range, front.	46° 11.8' N 59° 56.9' W	F.R.	28 8	16	Skeleton tower, white daymark, red stripe; 18.	
*				*	*	*	36/03
9152 <i>H 0752.1</i>	-Rear, 101.7 meters 208°17' from front.	46° 11.8' N 59° 57.0' W	F.R.	43 13	16	Skeleton tower, white daymark, red stripe; 30.	
					*	*	36/03
*9182 <i>H 0745.8</i>	Mira Gut Swing Bridge, N. side of bridge.	46° 02.2' N 59° 58.1' W	F.R.G.	30 9		Round mast; 13.	Green light bridge open, red light bridge closed. Private light.
							36/03
*Delete Heading: *STRAIT OF CANSO:							
9412 <i>H 3420</i>	-Eddy Point.						Remove from list.
							* 36/03
*Add Heading: *STRAIT OF CANSO:							
9416 <i>H 3421</i>	-Eddy Point Range, front.	45° 31.2' N 61° 15.2' W	Oc.Y. period 5s lt. 4s, ec. 1s Fl.W. period 4s fl. 0.5s, ec. 3.5s	39 12	15	Skeleton tower, white daymark, red stripe; 38.	Visible on range line only.
							36/03
10248 <i>H 3736</i>	-Moose Point.	44° 01.2' N 64° 39.8' W	Fl.Y. period 5s fl. 1s, ec. 4s	16 5	2	Skeleton mast; 14.	Radar reflector.
			*		*		36/03
10896 <i>H 3888</i>	Centreville, W. side of entrance.	44° 33.1' N 66° 02.2' W	L.Fl.W. period 12s fl. 2s, ec. 10s	36 11	8	Skelton mast.	
			*			*	36/03

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SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*15122 <i>J 5812.54</i>	-Entrance Range, front.	13° 06.5' N 59° 37.7' W	Q.G.			Mast, red and yellow stripes.	36/03
*15122.1 <i>J 5812.56</i>	-Rear, 190 meters 088° from front.	13° 06.5' N 59° 37.6' W	Q.G.			Mast, red and yellow stripes.	36/03
CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2003 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6826.1 <i>K 3643.7</i>	-S. jetty.						<i>Remove from list.</i>
							* 36/03
PORT DENISON:							
10133 <i>K 3070</i>	-Sinclair Head, Stone Island.	20° 01.9' S 148° 17.6' E	Fl.W. period 4s	87 27	10	White beacon.	
		*	*		*		* 36/03
CORRECTIONS TO PUB 111, RADIOBEACONS, 2003 EDITION							
(1) No.	(2) Name	(3) Position	(4) Characteristic	(5) Range	(6) Sequence	(7) Frequency	(8) Remarks
2160	Carnarvan						<i>Remove from list.</i>
							* 36/03
CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
WAJIMA KO:							
2840 <i>F 7206</i>	-No. "1" breakwater, head.	37° 24.1' N 136° 54.3' E	Fl.R. period 3s	39 12	5	Red tower; 31.	
		*			*	*	36/03
2912 <i>F 7192.4</i>	-W. of No. "2" breakwater, head.	37° 26.2' N 137° 18.1' E	Fl.(2)R. period 6s	39 12	5	Red tower; 28.	
			*		*	*	36/03
2936 <i>F 7188.2</i>	-Tsukumo Wan.	37° 18.1' N 137° 14.2' E	Fl.G. period 4s	30 9	3	Green round concrete tower; 29.	
		*		*	*	*	36/03
2940 <i>F 7188.1</i>	-Motoogi breakwater.	37° 17.8' N 137° 13.7' E	Fl.R. period 3s	33 10	3	Red tower; 27.	
		*	*		*	*	36/03

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CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2956 <i>F 7186.6</i>	Ikari Shima.	37° 17.6' N 137° 12.9' E	FL.G. period 3s	36 11	3	White tower; 31.	
		*			*	*	36/03
2994 <i>F 7171.8</i>	Unoura Ko.	37° 06.1' N 137° 03.2' E	FL.R. period 3s	26 8	3	Red tower; 18.	
		*			*	*	36/03
3004 <i>F 7177</i>	-Me Shima, about 3.5 kilometers 039° from Naneo.	37° 04.4' N 136° 59.6' E	FL.(2)R. period 6s	43 13	5	Red tower; 33.	
		*			*	*	36/03
3016 <i>F 7171.4</i>	Enotomari Ko, breakwater.	37° 04.1' N 137° 03.2' E	FL.R. period 3s	39 12	3	Red tower; 30.	
		*	*	*	*	*	36/03
3020 <i>F 7171</i>	Iori Ko, E. breakwater.	37° 02.3' N 137° 02.9' E	FL.(2)R. period 5s	33 10	5	Red tower; 30.	
		*	*		*	*	36/03
3330 - <i>F 7119.6</i>							<i>Remove from list.</i>
							*
							36/03
3405 <i>F 7090.7</i>	-SE. breakwater.	38° 11.0' N 139° 25.0' E	FL.G. period 3s	49 15	5	White structure; 33.	
		*		*	*	*	36/03
3408 <i>F 7090.5</i>	Iwafune Ko groin.	38° 11.3' N 139° 25.7' E	FL.R. period 3s	36 11	3	Red tower; 30.	
		*	*		*	*	36/03
3420 <i>F 7089.5</i>	Awasima Ko, E. breakwater.	38° 28.1' N 139° 15.4' E	FL.G. period 4s	43 13	5	White tower; 31.	
		*			*		36/03
3560 <i>F 7061</i>	Omnagawa.	39° 51.5' N 139° 49.2' E	FL.W.R. period 4s	161 49	12	Red and white round concrete structure; 62.	R. 255°-299°, W.-089°, obscured elsewhere.
	*	*	*		*	*	36/03
9778 <i>F 5356</i>	Simonoseki Range, front.	33° 57.7' N 130° 57.2' E	F.Y.	43 13	13	White round metal tower on masonry base; 39.	
		*		*	*	*	36/03
9782 <i>F 5356.1</i>	-Rear, 163 meters 240°06' from front.	33° 57.7' N 130° 57.1' E	F.Y.	69 21	13	White metal framework tower, diamond daymark; 17.	
		*		*	*	*	36/03
10800 <i>F 4881</i>	Nojima Ko, breakwater, head.	31° 44.2' N 131° 28.1' E	FL.G. period 3s	39 12	3	Red quadrangular metal framework structure; 29.	
		*			*		36/03

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SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11786	Hizen Takasima Ko.	32° 39.5' N 129° 45.6' E	Fl.(2)G. period 6s	33 10	3	White tower; 22.	
		*			*		36/03
*16815.9 <i>F 4348.7</i>	Masan Hang.	35° 11.9' N 128° 34.6' E	Fl.G. period 4s	43 13	8	White round structure.	
							36/03
CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
5484 <i>E 0228</i>	-Dique Nuevo de Poniente, head.						<i>Remove from list.</i>
							*
							36/03
*18326 <i>E 5310</i>	Kayabashi.	44° 29.4' N 33° 33.3' E	Fl.W. period 4s fl. 1s, ec. 3s	988 301	19	Red framework tower, white rectangular daymark, black stripe; 36.	
							36/03
*19598 <i>E 5818.62</i>	- -W end.	41° 41.1' N 32° 13.5' E	Q.G.	36 11	8	White painted framework tower; 26.	
							36/03
*20174 <i>E 4665.25</i>	Gundogan, breakwater.	37° 07.6' N 27° 20.7' E	Fl.G. period 5s fl. 1s, ec. 4s	33 10	5	Metal framework tower.	
							36/03
20528 <i>E 5844.2</i>	Ilbiz Burnu.	36° 32.7' N 29° 00.6' E	Fl.(2)W. period 5s fl. 0.3s, ec. 1s fl. 0.3s, ec. 3.4s	75 23	10	White framework tower.	
					*		36/03
CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
9228 <i>L 1987</i>	-Bindalsflesa.	65° 14.8' N 11° 30.4' E	Fl.(2)W.R.G. period 10s fl. 0.7s, ec. 1.5s fl. 0.7s, ec. 7.1s	28 9	W. 7 R. 5 G. 5	White lantern on concrete column; 23.	R. 109°-129°, W.-142°, G.-195°, G.(unintensified)-270°, G.- 310°30', W.-314°, R.-318°, W.-326°30', G.-358°.
						*	*
							36/03
9272 <i>L 2004</i>	-Liholmen, W. point of islet.	65° 08.0' N 12° 18.3' E	Iso.W.R.G. period 6s	16 5	W. 4 R. 3 G. 2	White lantern; 10.	G. 295°-300°, W.-319°, R.-048°, W.-053°, G.-094°, R.-183°, W.-219°30', G.-221°30'.
						*	*
							36/03

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CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
TORGVAERLEIA:							
9292 <i>L 2020</i>	-Helbergoy.	65° 20.8' N 12° 01.8' E	Iso.W.R.G. period 6s	61 19	W. 7 R. 5 G. 5	White lantern.	G. 142°30'-146°30', W.-158°, R.-162°, G.-217°, W.-224°, R.- 230°, G.-010°, R.-021°, W.- 027°, G.-036°30'.
			*			*	* 36/03
9364 <i>L 2043</i>	-Kvalen.	65° 27.0' N 11° 43.5' E	Fl.W. period 3s fl. 0.5s, ec. 2.5s	30 9	6	Lantern on pedestal; 13.	
			*		*	*	36/03
9372 <i>L 2044</i>	-Somnes, Jarholme, S. side.	65° 22.0' N 12° 11.0' E	Oc.W.R.G. period 6s	25 8	W. 9 R. 6 G. 6	White lantern on base; 19	G. 268°-118°, W.-138°, R.-158°.
			*		*	*	36/03
BRONNOYSUND:							
9376 <i>L 2046</i>	-Stokholmen.	65° 26.4' N 12° 09.8' E	Oc.W.R.G. period 6s	10 3	W. 7 R. 5 G. 5	White lantern, concrete base; 16.	R. 008°-013°, W.-019°, G.-166°, R.-183°, G.-205°, R.-209°.
			*			*	36/03
9388 <i>L 2051</i>	-Biskopgrunnen, NW. side of islet.	65° 28.1' N 12° 11.9' E	Fl.G. period 3s fl. 0.3s, ec. 2.7s	12 4	2	Iron perch.	
			*		*		36/03
9400 <i>L 2062</i>	-Aboskjaer.	65° 28.3' N 12° 12.1' E	Q.W.	10 3	2	Metal column.	Q.G. on Nordre Biskopsgrunn, Q.R. on S. point of Aboskjaer, Q.G. on Lille Bronno.
			*		*	*	36/03
9408 <i>L 2068</i>	-Rodskjaersnaget.	65° 29.0' N 12° 13.0' E	Q.R.	23 7	2	Concrete pillar; 33. Floodlit.	
					*	*	36/03
9428 <i>L 2080</i>	Manddauen.	65° 35.0' N 12° 19.3' E	Oc.(3)W.R.G. period 10s	16 5	W. 9 R. 7 G. 7	White lantern on piles; 16.	G. 117°-129°54', W.-140°12', R.-177°18', W.-186°18', G.- 190°12', W.-192°42', R.- 201°48', W.-207°54', G.-283°, W.-289°, R.-325°, W.-331°30', G.-342°.
						*	* 36/03
VEGA:							
9436 <i>L 2098</i>	-Bermstein.	65° 36.0' N 11° 18.0' E	Fl.(3)W. period 40s	131 40	18	Red iron tower, white band; 88.	
	-Auxiliary.		Oc.(3)W.R.G. period 10s	89 27	W. 16 R. 15 G. 15		W. 004°-017°, R.-032° and 156°30'-171°, G. 200°-204°, W.-206°, R.-208°.
			*				* 36/03

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CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
9448 <i>L 2108</i>	-Skjaevaer, on Tenholmen.	65° 46.8' N 11° 35.1' E	Iso.W.R.G. period 6s	40 12	W. 7 R. 5 G. 5	White lantern on piles.	R. 016°-126°30', W.-135°, G.-150°, W.-167°, R.-208°, G.-249°, R.-285°, W.(unintensified)-327°.
						*	* 36/03
	-Hysvaer:						
9472 <i>L 2118</i>	-Hogoy, Hogoyskjaerslua.	65° 45.0' N 11° 45.0' E	Oc.(2)W.R.G. period 8s	18 5	W. 5 R. 3 G. 3	White lantern on piles; 26.	G. 231°-257°, W.-270°, R.-299°, G.-126°.
			*			*	* 36/03
9484 <i>L 2126</i>	-Bativikholme, NE. point of islet.	65° 37.0' N 11° 45.0' E	Oc.(2)W.R.G. period 8s	42 13	W. 5 R. 3 G. 3	White lantern; 10.	G. 329°-008°, R.-019°, G.-131°, W.-134°, R.-185°, W.-189°, G.-205°, W.-329°.
			*			*	* 36/03
17508	-Mys Neftyanoy Range, front.	74° 00.0' N 111° 33.0' E	Q.W.	157 48	8	Black triangular truncated pyramid, white stripe; 33.	Radar reflector. *
							* 36/03

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17246 <i>C 4444.3</i>	-Santakarluoto Range, front.	60° 57.3' N 21° 08.5' E	Q.Y.	10 3	4	Red rectangular daymark, yellow stripe.	Visible 194°-202°.
						*	* 36/03
17246.1 <i>C 4444.31</i>	-Rear, 198° from front.	60° 56.6' N 21° 08.0' E	L.Fl.Y. period 6s fl. 2s, ec. 4s	52 16	5	Red rectangular daymark, yellow stripe.	Visible 194°-202°.
			*	*		*	* 36/03
17248 <i>C 4445</i>	Hylkkari.	60° 57.0' N 21° 10.0' E	Q.(2)W.R.G. period 6s fl. 0.5s, ec. 0.5s fl. 0.5s, ec. 4.5s	26 8	W. 6	Red round concrete tower, white band.	G. 305°-320°, W.-324°, R.-334°, G.-356°, W.-009°, R.-111°, G.-126°, W.-143°, R.-173°.
			*	*	*	*	* 36/03
17252 <i>C 4440</i>	Kajakulma Range, front.	60° 59.9' N 21° 11.0' E	Fl.W.R.G. period 2s fl. 0.3s, ec. 1.7s	39 12	W. 7	White round concrete tower, red top.	R. 061°-097°, G.-125°, W.-137°, R.-178°, G.-191°, obs.-242°, G.-280°, W.-282°, R.-284°.
	RACON		T(-) period 90s		12		Radar reflector.
			*			*	* 36/03
17256 <i>C 4440.1</i>	-Laitakari, rear, 2.2 kilometers 132° from front.	60° 59.1' N 21° 12.6' E	L.Fl.W. period 6s	66 20	6	Red rectangular daymark, yellow stripe.	Visible 128°-136°.
			*	*		*	* 36/03
17257 <i>C 4444.4</i>	-Kajaniemi Range, front.	60° 59.6' N 21° 10.3' E	Q.W.	23 7	5	Yellow rectangular daymark, red stripe.	Visible 031°-039°.
				*		*	* 36/03

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CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

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17257.1 <i>C 4444.41</i>	- -Rear, 035° from front.	60° 59.9' N 21° 10.8' E	L.FI.W. period 6s fl. 2s, ec. 4s	39 12	6	White round concrete tower, red rectangular daymark, yellow stripe.	Visible 031°-039°. Same structure as Kajakulma light.
			*			*	* 36/03
17308 <i>C 4419</i>	- Iso Jarviluoto Range, front.	61° 07.1' N 21° 25.8' E	Q.G.	43 13	10	Red rectangular daymark, yellow stripe.	Visible 064°30'-072°30'. Q.G. 13m 3M on same structure.
			*		*		* 36/03
17312 <i>C 4419.1</i>	- -Rear, 1100 meters 068°30' from front.	61° 07.3' N 21° 26.9' E	L.FI.G. period 6s fl. 2s, ec. 4s	135 41	10	Red rectangular daymark, yellow stripe.	Visible 064°30'-072°30'.
			*	*	*		* 36/03
17328 <i>C 4421</i>	-Kylmapihlaja.	61° 09.0' N 21° 18.0' E	Fl.(4)W. period 45s fl. 1s, ec. 3.5s fl. 1s, ec. 3.5s fl. 1s, ec. 3.5s fl. 1s, ec. 30.5s	118 36	17	White tower, red top; 105.	Radar reflector.
					*	*	* 36/03
17329 <i>C 4421.4</i>	- -Range, front.	61° 08.6' N 21° 18.4' E	Q.W.	13 4	2	White rectangular daymark, red stripe.	
				*	*	*	36/03
17329.1 <i>C 4421.41</i>	- -Rear, about about 100 meters 207° from front.	61° 08.5' N 21° 18.4' E	Iso.W.R.G. period 3s	30 9	W. 3	Mast, red rectangular daymark, white stripe.	G. 028°-072°, W.-310°, R.-028°
				*	*	*	36/03
17330 <i>C 4421.5</i>	- -Range, front.	61° 08.6' N 21° 18.1' E	Q.W.	20 6	10	Red rectangular daymark, yellow stripe.	Visible 059°-067°.
			*			*	36/03
17330.1 <i>C 4421.51</i>	- -Rear, about 260 meters 063° from front.	61° 08.7' N 21° 18.3' E	Q.W.	46 14	10	Red rectangular daymark, yellow stripe.	Visible 059°-067°. Synchronized with front.
			*		*	*	* 36/03

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SECTION II

NM 36/03

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 36/03

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.
NIMA HYDRO CATALOG CATP2V01U			SDPUB140	2001	21*,48,49,51/01;8,17,23,32,42,43,44,46,47,48,50/02;4,6,7,8,9,11,12,15,19,21,22,23,24,25,26,31,32,34/03	USCG LIGHT LIST VOLUMES I - VII		
Region 1	2002	1*,2,3,4,7,8,9,10,11,14,15,17,19,20,21,22,23,24,25,26,27,28,29,30,31,32,35,36/03				COMDTM165021	2003	17*,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,36/03
Region 2	2002	1*,8,15,17,20,21,22,23,24,26,28,30,32,33,34/03	SDPUB141	2001	21*,38/01	COMDTM165022	2003	17*,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36/03
Region 3	2002	1/03*	SDPUB142	2000	49/00*;3,31,35/01;1,15,43/02			
Region 4	2002	1*,23/03	SDPUB143	2000	8*,10,19,29/00;16,26/01;1,25/02;9/03	COMDTM165023	2003	17*,18,19,20,21,23,24,25,26,28,29,31,32,33,34,35,36/03
Region 5	2002	1*,3,5,8,22,27,30,33/03	SDPUB145	2000	13*,14,18,19,22,26,32,37,38,46,47,51,53/00;1,4,5,7,10,12,28,29,35,52/01;14,27/02	COMDTM165024	2003	17*,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36/03
Region 6	2002	1*,10,11,13,16,19,20,21,25,28,30,33/03	SDPUB147	2001	35/01*;21,22,23,24/02			
Region 7	2002	1*,11,15,28/03	SDPUB148	2001	48/01*;23,24/02;22/03	COMDTM165025	2002	16/02*
Region 8	2002	1*,14/03				COMDTM165026	2003	18*,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36/03
Region 9	2002	1*,34/03	SDPUB153	2000	6/01*;28,30,41,44,46,47,48,52/02;1,3,4,8,13,15,22,25,32,35/03	COMDTM165027	2003	18*,20,21,22,23,24,26,27,28,30,31,32,33,34,35,36/03
Miscellaneous Charts and Publications	2002	1*,2,4,5,6,7,9,11,12,13,15,17,18,19,20,21,23,24,25,27,28,29,30,31,32,33,34,36/03	SDPUB154	2002	17*,19,31,42,44,45,46,48,50/02;3,14,19,23,30/03			
NIMA LIST OF LIGHTS			SDPUB155	2001	31*,48/01;10,45,46/02	FLEET GUIDES		
LLPUB110	2003	7*,8,9,11,13,14,15,16,17,18,20,21,23,24,25,26,27,28,29,31,32,33,34,36/03	SDPUB159	2002	42*,48/02	FGPUB940ATL	2001	N47/01*
LLPUB111	2003	33*,34,35,36/03	SDPUB160	2002	47*,48,49,52/02;6,8,10,11,19,21,22,23,30,33,36/03	FGPUB941PAC	2001	N22/01*
LLPUB112	2003	4*,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36/03	SDPUB161	2002	23*,24,44,47,48/02;5,12/03	NOS MISCELLANEOUS PUBLICATIONS		
			SDPUB162	2001	51/01*;5,12/03	NOSBPCATALOG1	2000	20/00*
			SDPUB163	2002	18*,20,21,26,46,51/02;13,24,26,27,28,29,30,31/03	NOSBPCATALOG2	2000	34/00*
LLPUB113	2002	45*,47,48,50,51,52/02;1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36/03	SDPUB164	2000	30/00*;31,35,36/01;8,28/03	NOSBPCATALOG3	2000	28/00*
			SDPUB171	2001	40*,47,48,52/01;5,9,14,16,41/02;23,24,26/03	NOSBPCATALOG4	2000	34/00*
LLPUB114	2003	17*,19,21,22,23,24,27,31,32/03	SDPUB172	2001	1*,2,3,5,6,7,8,9,14,15,16,17,18,19,20,22,24/02;1,11,12,13,14,15,19,20,22,23,25,26,27,28,29,31,32,33,34,35/03	ALMANACS		
LLPUB115	2002	39*,40,41,44,45,50,51,52/02;1,15,19,20,26,34,35,36/03				AIRALMANAC401	2004	29/03*
LLPUB116	2003	24*,26,27,28,29,30,31,32,33,34,35,36/03	SDPUB173	2002	50*,51/02;3,22,24,25,26,27,32,33,34/03	NAUTALMANAC04	2004	29/03*
			SDPUB174	2000	7*,19,37,45,51,52/01;1,5,14,19,22,28,33,37,38,48/02;30/03	COAST PILOT		
SAILING DIRECTIONS			SDPUB175	2001	41*,43,45,51/01;8,11,12,13,14,16,17,21,27,37,41,49/02;26,27,29,32/03	NOSPBCP1	33	27*,28,29,32,33,34/03
CDPUBSD125	2003	19/03*				NOSPBCP2	32	17*,18,21,22,26,28,30,32,33,35,36/03
CDPUBSD131	2002	9/03*				NOSPBCP3	36	34*,36/03
CDPUBSD146	2002	4/03*				NOSPBCP4	35	34*,36/03
CDPUBSD157	2003	17/03*				NOSPBCP5	30	2*,6,10,12,14,18,20,27,30,32,35,36/03
CDPUBSD158	2003	24/03*				NOSPBCP6	33	23*,27,29,32,34/03
CDPUBSD192	2003	32*,36/03				NOSPBCP7	34	1*,3,10,18,20,21,22,27,30,32,34,36/03
CDPUBSD194	2002	6*,8,15,17,30,33,35/03	SDPUB180	2002	32*,33,42,47,48,50/02;6,13,14,17,21,24/03	NOSPBCP8	25	32*,33,34/03
			SDPUB181	2002	38*,39/02	NOSPBCP9	21	30*,32,33,36/03
SDPUB120	2001	12*,18,48,49,51/01;8,13,14,21,22,24,29,33,35,37,42,43,44,45,47/02;4,6,7,8,9,10,11,12,14,17,20,21,23,29,30,31/03	SDPUB182	2001	8*,10,12,41/02;17/03	RADIO NAVIGATIONAL AIDS		
			SDPUB183	2001	27/01*;13,15,16/02;18/03	RAPUB117	2002	50/02*;13/03
SDPUB123	2001	45*,47,48/01;1,14,17,18,19/02;24,25,27,28,32/03	SDPUB191	2000	5*,7,8,9,10,11,12,13,14,15,16,17,18,19,20,22,23,27,28,29,30,31,33,34,36,44,45,47,48/01;10,14,15,16,17,42,50/02;2,9,12,15,18,22/03	AMERICAN PRACTICAL NAVIGATOR		
SDPUB124	2001	18*,44,45,47,48,49,52/01;17,19,20,21,29,30,31,34,46,50/02;24,25,27,28,29,30,32,35,36/03				NVPUB9	2002	36/02*;14/03
SDPUB126	2002	39*,41,42,43,44,45,48/02;24,26,27,28,30,32/03	SDPUB193	2000	27*,38,49/00;9,26,27,31,32/01;14,15,26,52/02;18,19,20,23,29/03	INTERNATIONAL CODE OF SIGNALS		
SDPUB127	2000	37*,38/00;18,33,40,44,45,48,49,52/01;1,11,13,17,18,27,33,34,37,41,47,49,51/02;5/03	SDPUB195	2002	33*,40,49,51,52/02;1,2,3,15,16,21,32,33/03	CDPUBNV102	2003	20/03*
			SDPUB200	2002	38*,39,42/02;22,27,34/03	WORLD PORT INDEX		
SDPUB132	2000	39*,45/00;16,17,31,35/01;1,12,21,25,26/02;2,10/03				NVPUB150	2000	50/00*;14,15,16,20,21,41,42,43,44,45,46,47,48,49,51,52/01;1,2,5,6,10,11,12,16,19,21,22,27,31,32,33,36,39,40,42,46,49/02;2,7,10,15,20/03
						DISTANCES BETWEEN PORTS		
						NVPUB151	2001	4/02*
						RADAR NAVIGATION AND MANEUVERING BOARD MANUAL		
						CDPUBNV1310	2001	51/01*

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 36/03**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.		
SIGHT REDUCTION TABLES (MARINE)				
SRPUB229V1	1970	11/71*		
SRPUB229V2	1970	11/71*		
SRPUB229V3	1970	7/71*		
SRPUB229V4	1970	3/71*		
SRPUB229V5	1970	3/71*		
SRPUB229V6	1970	23/70*		
SIGHT REDUCTION TABLES (AIR)				
SRPUB249V1	2000	4/01*		
SRPUB249V2	1952	46/52*		
SRPUB249V3	1952	46/52*		
CHART NO. 1				
WOBZC1	1997	18/98*		
CHART NO. 4				
WOBZC4	1988	N23/91*		
ATLAS OF PILOT CHARTS				
NVPUB107	1998	30/99*		
NVPUB109	2001	49/02*		
USCG NAVIGATION RULES				
COMDTM166722D	1999	44/99*;52/00		
NOS TIDE TABLES				
NOSPBTTCPACIN3	2003	N4/03*		
NOSPBTTTCSTNSA3	2003	N4/03*		
NOSPBTTTEURAFR3	2003	N4/03*		
NOSPBTTWCSTNSA3	2003	N4/03*		
TIDAL CURRENT TABLES				
NOSPBTCATCSTN3	2003	N4/03*		
NOSPBTCIPACAS3	2003	N4/03*		

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 211100Z August 2003:

2001 series	2003 series	262(11)	338(12)	345(11,12,26)
393(GEN)	108(26,27)	286(11)	339(12)	349(14)
2002 series	236(11)	325(14)	342(11)	350(11)
219(GEN)	261(GEN)	331(14)	344(GEN)	351(GEN)

The summary of all NAVAREA IV messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

NAVAREA IV WARNINGS issued from 141200Z to 211100Z August 2003.

337/03. CANCELED.

338/03(12). NEW YORK. HUDSON RIVER. POWER OUTAGE.
NO WAKE ZONE ESTABLISHED IN HUDSON RIVER BETWEEN
PIER 90 AT THE NORTH TO THE BATTERY AT THE SOUTH.
VESSELS IN VICINITY ARE ADVISED TO KEEP CLEAR
OF FERRY OPERATIONS WITHIN ZONE.

(142337Z AUG 2003)

339/03(12). NEW YORK. EAST RIVER. POWER OUTAGE.
100 YARD SAFETY ZONE ESTABLISHED AT EAST 34TH STREET IN
MANHATTAN. VESSELS IN VICINITY ARE ADVISED TO KEEP CLEAR
OF FERRY OPERATIONS AND PROCEED AT NO WAKE.

(150001Z AUG 2003)

340/03 and 341/03. CANCELED.

342/03(11). NORTH ATLANTIC. HAZARDOUS OPERATIONS.
1. HAZARDOUS OPERATIONS 1200Z TO 1600Z DAILY 18 THRU 22 AUG
IN AREA BETWEEN 32-39N 32-30N AND 079-50W 079-40W.
2. CANCEL THIS MSG 221700Z AUG.

(151545Z AUG 2003)

343/03. CANCELED.

344/03(GEN).
1. NAVAREA IV MESSAGES IN FORCE 161000Z AUG 2003. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 286(11), 310(11,12,26), 316(26), 325(14),
329(11,26), 331(14), 337(GEN), 338(12), 339(12),
341(11), 342(11).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE
AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS
ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA IV 330/03.

(161010Z AUG 2003)

345/03(11,12,26). VIRGINIA. NAVTEX.
1. NAVTEX STATION CHESAPEAKE OFF AIR.
2. CANCEL NAVAREA IV 337/03(GEN), OPERATIONS DELAYED.

(181243Z AUG 2003)

346/03 thru 348/03. CANCELED.

349/03(14). NORTH ATLANTIC. ICE.
1. RADAR TARGET DETECTED IN 51-58.3N 051-10.0W AT 200000Z AUG.
2. CANCEL THIS MSG 27 AUG.

(201625Z AUG 2003)

350/03(11). GEORGIA. NAVTEX.
1. NAVTEX STATION SAVANNAH OFF AIR.
2. CANCEL NAVAREA IV 310/03(11,12,26), NAVAREA IV 345/03 REFERS.

(201828Z AUG 2003)

351/03(GEN). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 250535Z TO 250623Z AUG, ALTERNATE 260535Z TO 260623Z AUG IN AREAS BOUND BY:

A. 28-32N 080-36W, 28-09N 079-19W,

28-03N 079-20W, 28-24N 080-38W.

B. 28-36N 080-26W, 28-34N 079-58W,

28-08N 079-58W, 28-09N 080-26W.

C. 27-09N 074-01W, 26-26N 071-57W,

25-39N 072-12W, 26-21N 074-22W.

D. 18-36N 051-38W, 10-15N 036-59W,

08-02N 038-16W, 16-17N 053-07W.

2. CANCEL NAVAREA IV 347/03

3. CANCEL THIS MSG 260723Z AUG.

(202246Z AUG 2003)

SECTION III

NM 36/03

HYDROLANTS

Messages in force 211100Z August 2003:

2000 series	2848(37)	1117(37)	1459(52,53)	1554(55)	1580(55)
2937(38)	2869(52)	1238(37)	1464(55)	1558(GEN)	1581(52)
3762(43)	2882(54)	1239(GEN)	1465(51)	1561(42)	1582(55)
4265(44)	2883(54)	1242(24)	1470(54)	1566(24)	1585(38)
2001 series	2003 series	1255(44)	1472(35)	1567(37,43)	1586(23)
611(44)	41(37)	1291(37)	1487(55)	1568(53)	1587(53)
2659(GEN)	67(37)	1298(37)	1490(55)	1569(35)	1588(24)
2700(37)	390(22)	1332(43)	1508(57)	1570(53)	1589(24)
3161(44)	544(55)	1342(55)	1520(55)	1571(55)	1590(14)
2002 series	604(26,27)	1374(52,53)	1521(24,57)	1572(53)	1591(37)
245(GEN)	738(35)	1422(53)	1522(51,52)	1574(36,51)	1593(23,24)
246(GEN)	754(37)	1441(53)	1526(51)	1576(52)	1594(57,61)
383(53)	867(37)	1454(53)	1539(53)	1577(38)	1595(24)
2203(51)	903(36)	1456(38)	1552(23,24)	1578(54)	
2682(51)	1048(57)	1458(53)	1553(37)	1579(24)	

The summary of all HYDROLANTS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

HYDROLANT WARNINGS issued from 141200Z to 211100Z August 2003.

1548/03 thru 1551/03. CANCELED.

1552/03(23,24). ARGENTINA.

1. CABLE OPERATIONS IN PROGRESS UNTIL 13 NOV
BY CABLESHIP TYCO RESPONDER VICINITY
36-30S 056-30W. WIDE BERTH REQUESTED.
2. CANCEL HYDROLANT 1546/03.
3. CANCEL THIS MSG 14 NOV.

(150910Z AUG 2003)

1553/03(37). ENGLAND-SOUTHEAST COAST.

- CHART 37150 (8TH ED).
1. DANGEROUS WRECK MARKED BY EAST CARDINAL BUOY,
VQ (3) 5 SEC, RACON (D) IN 52-33.47N 002-32.88E
AND WEST CARDINAL BUOY IN 52-33.47N 002-32.52E.
 2. CANCEL HYDROLANT 1516/03.

(150920Z AUG 2003)

1554/03(55). BLACK SEA. MISSILES.

1. HAZARDOUS OPERATIONS 0200Z TO 1600Z DAILY
19 THRU 23 AUG IN AREA BOUND BY
45-06.2N 036-54.3E, 45-02.0N 037-07.1E,
44-24.4N 037-12.8E, 44-16.4N 037-13.1E,
44-15.0N 036-52.4E, 44-16.4N 036-32.0E,
44-24.4N 036-32.6E, 45-02.2N 036-37.8E,
45-06.2N 036-50.6E.
2. CANCEL THIS MSG 231700Z AUG.

(151705Z AUG 2003)

1555/03 thru 1557/03. CANCELED.

1558/03(GEN).

1. HYDROLANT MESSAGES IN FORCE 161200Z AUG 2003. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 1332(43), 1342(55), 1374(52,53), 1422(53),
1441(53), 1454(53), 1456(38), 1458(53), 1459(52,53),
1464(55), 1465(51), 1470(54), 1472(35), 1473(57), 1487(55),
1489(55), 1490(55), 1508(57), 1517(22,23), 1520(55),
1521(24,57), 1522(51,52), 1524(55), 1525(55), 1526(51),
1531(55), 1532(23,29,57), 1534(24), 1539(53), 1540(54),
1541(55), 1543(54), 1548(36), 1549(24,51), 1552(23,24),
1553(37), 1554(55), 1555(35), 1556(24), 1557(24).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 12 DEC 2002
IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE
SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL HYDROLANT 1265/03, 1303/03, 1504/03, 1538/03.

(161220Z AUG 2003)

1559/03 and 1560/03. CANCELED.

1561/03(42). BARENTS SEA. ICE.

1. ICEBERGS DETECTED IN 77-04N 039-20E AT 160400Z AUG.
2. CANCEL THIS MSG 24 AUG.

(170937Z AUG 2003)

1562/03 thru 1565/03. CANCELED.

1566/03(24). BRAZIL-EAST COAST.

1. SURVEY OPERATIONS 19 THRU 21 AUG BY M/V TAURUS
IN AREA BETWEEN 22-28S 22-48S AND 041-29W 041-31W.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 22 AUG.

(180600Z AUG 2003)

1567/03(37,43). NORTH SEA.

1. FISHING NETS MARKED BY BUOYS ADRIFT
IN 56-28.2N 000-41.4E.
2. CANCEL THIS MSG 25 AUG.

(180620Z AUG 2003)

1568/03(53). GULF OF LIONS.

UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
BY CABLESHIP RAYMOND CROZE IN AREA BOUND BY
43-03.4N 006-00.0E, 42-47.0N 006-00.0E,
42-47.0N 005-50.0E, 43-02.7N 005-50.0E.
ONE MILE BERTH REQUESTED.

(180950Z AUG 2003)

1569/03(35). SCOTLAND-WEST COAST. MISSILES.

1. HAZARDOUS OPERATIONS 0900Z TO 1800Z DAILY 19 THRU 22 AUG
WITHIN 30 MILES OF TRACKLINE BETWEEN 57-48N 008-35W AND
57-30N 008-35W.
2. CANCEL HYDROLANT 1549/03(24,51), OPERATIONS DELAYED.
3. CANCEL THIS MSG 221900Z AUG.

(181254Z AUG 2003)

1570/03(53). TYRRHENIAN SEA.

CHART 53181 (4TH ED).
ISOLA FILICUDI LIGHT 38-35.0N 14-31.7E UNRELIABLE.

(181304Z AUG 2003)

1571/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 0830Z TO 1400Z DAILY 22 AND 23 AUG
IN AREA BOUND BY 44-43.8N 032-52.2E, 44-34.8N 032-37.4E,
44-39.0N 032-11.5E, 44-48.4N 032-08.2E, 45-00.2N 032-14.2E,
44-52.2N 032-41.6E.
2. CANCEL HYDROLANT 1540/03(54).
3. CANCEL THIS MSG 231500Z AUG.

(181319Z AUG 2003)

1572/03(53). WESTERN MEDITERRANEAN SEA. ORDNANCE.

CHART 53110 (1ST ED).
UNEXPLODED ORDNANCE WITHIN 0.5 MILE OF 41-02.8N 008-48.5E.

(181750Z AUG 2003)

1573/03. CANCELED.

1574/03(36,51). NORTH ATLANTIC.

1. FISHING NET ADRIFT IN 42-18.2N 009-54.6W AT 180800Z AUG.
2. CANCEL THIS MSG 25 AUG.

(181954Z AUG 2003)

1575/03. CANCELED.

1576/03(52). ALBORAN SEA.

OCEANOGRAPHIC OPERATIONS IN PROGRESS UNTIL FURTHER
NOTICE BY M/V VIZCONDE DE EZA IN AREA BETWEEN
36-26N 35-56N AND 004-43W 004-02W.

(190032Z AUG 2003)

1577/03(38). NORTH ATLANTIC. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 240001Z TO 242359Z AUG
WITHIN 30 MILES OF 62-00N 020-30W.
2. CANCEL THIS MSG 250059Z AUG.

(190450Z AUG 2003)

1578/03(54). ADRIATIC SEA.

MAN OVERBOARD FROM M/V OLYMPIA PALACE VICINITY
42-35N 015-26E. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MRCC ROME, TELEX: 4361 1172,
PHONE: 3906 5908 4527, FAX: 390 6592 2737.

(190600Z AUG 2003)

1579/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 191500Z TO 211500Z AUG BY
M/V THALES VENTURER TOWING 5500 METER
LONG CABLE IN AREA BOUND BY
23-28.0S 043-40.6W, 23-28.0S 042-46.6W,
24-05.0S 042-46.6W, 24-05.0S 043-33.0W,
24-17.1S 043-42.2W, 24-12.0S 043-52.6W,
23-46.5S 043-37.9W, 23-49.0S 043-21.0W.
TEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 211600Z AUG.

(190615Z AUG 2003)

1580/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 221200Z TO 221400Z AND 221430Z TO 221600Z
AUG IN AREA BOUND BY 44-24.2N 033-21.3E, 44-21.5N 033-17.7E,
44-24.1N 033-15.0E, 44-26.7N 033-18.0E.
2. CANCEL THIS MSG 221700Z AUG.

(191422Z AUG 2003)

1581/03(52). WESTERN MEDITERRANEAN SEA.

UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER
NOTICE BY M/V LE SUROIT IN AREAS BETWEEN:
A. 35-42N 36-36N AND 001-36W 000-30E.
B. 36-30N 37-00N AND 000-48E 002-06E.
C. 36-36N 37-18N AND 002-12E 004-00E.

(191555Z AUG 2003)

1582/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 221000Z TO 221200Z AUG
IN AREA BOUND BY 44-31.2N 033-08.9E,
44-05.5N 032-48.5E, 44-25.0N 032-25.5E,
44-41.4N 032-56.0E.
2. CANCEL THIS MSG 221300Z AUG.

(191606Z AUG 2003)

1583/03 and 1584/03. CANCELED.

1585/03(38). NORTH ATLANTIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM F/V KINSYO MARU
WITHIN THREE MILES OF 55-01-33N 024-25-40W AT 192214Z AUG.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST
IF POSSIBLE. REPORTS TO MRCC FALMOUTH.

(192323Z AUG 2003)

1586/03(23). SOUTH ATLANTIC.

1. DERELICT F/V MALVINAS ARGENTINAS
ADRIFT IN 45-25S 064-48W.
2. CANCEL THIS MSG 27 AUG.

(200415Z AUG 2003)

1587/03(53). WESTERN MEDITERRANEAN SEA. ORDNANCE.

CHART 53110 (1ST ED).
UNEXPLODED ORDNANCE WITHIN 0.5 MILES OF 40-31.0N 008-11.1E.

(200440Z AUG 2003)

1588/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 220259Z AUG BY
M/V VERITAS VIKING I TOWING SIX 6000 METER
LONG CABLES IN AREA BOUND BY
25-01.5S 042-33.2W, 25-00.5S 042-00.4W,
25-49.3S 041-58.3W, 25-50.4S 042-31.2W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 220359Z AUG.

(200445Z AUG 2003)

1589/03(24). BRAZIL-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 220259Z AUG
BY M/V CGG HARMATTAN TOWING SIX 6000 METER
LONG CABLES IN AREA BETWEEN
21-10S 20-50S AND 039-50W 040-18W.
FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 220359Z AUG.

(200500Z AUG 2003)

1590/03(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET DETECTED IN 51-58.3N 051-10.0W AT 200000Z AUG.
2. CANCEL THIS MSG 27 AUG.

(201636Z AUG 2003)

1591/03(37). BAY OF BISCAY.

- CABLE OPERATIONS 201900Z AUG UNTIL FURTHER NOTICE
BY CABLESHIP TENEO IN AREA BETWEEN 43-44N 43-47N
AND 005-45W 005-25W. WIDE BERTH REQUESTED.

(201750Z AUG 2003)

1592/03. CANCELED.

1593/03(23,24). SOUTH ATLANTIC.

1. OCEANOGRAPHIC OPERATIONS IN PROGRESS UNTIL 24 AUG
BY M/V PUERTO DESEADO IN AREA BOUND BY 38-08S 057-27W,
39-19S 055-02W, 37-01S 053-24W, 35-52S 055-56W.
2. CANCEL THIS MSG 25 AUG.

(210340Z AUG 2003)

1594/03(57,61). SOUTH ATLANTIC. RADIO SERVICES.

1. SOUTH AFRICA WEATHER FACSIMILE OFF AIR
210600Z TO 221400Z AUG.
2. CANCEL THIS MSG 221500Z AUG.

(210430Z AUG 2003)

1595/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 211500Z TO 231500Z AUG BY
M/V THALES VENTURER TOWING 5500 METER
LONG CABLE IN AREA BOUND BY
23-28.0S 043-40.6W, 23-28.0S 042-46.6W,
24-05.0S 042-46.6W, 24-05.0S 043-33.0W,
24-17.1S 043-42.2W, 24-12.0S 043-52.6W,
23-46.5S 043-37.9W, 23-49.0S 043-21.0W.
TEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 231600Z AUG.

(210455Z AUG 2003)

SECTION III

NM 36/03

NAVAREA XII

Messages in force 211100Z August 2003:

2001 series	2002 series	2003 series	190(19)	218(18)
298(GEN)	178(GEN)	169(GEN)	216(GEN)	

The summary of all NAVAREA XII messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

NAVAREA XII WARNINGS issued from 141200Z to 211100Z August 2003.

214/03 and 215/03. CANCELED.

216/03(GEN).

1. NAVAREA XII MESSAGES IN FORCE 161000Z AUG 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2003 SERIES: 190(19), 212(18,83), 213(18), 215(19).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA XII 211/03.

(161020Z AUG 2003)

217/03. CANCELED.

218/03(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY. THE SEA RANGE IS BOUND AS FOLLOWS:
 - A. 34-02N 119-04W. M. THENCE THREE NAUTICAL MILES FROM AND PARALLEL TO THE SHORELINE.
 - B. 33-52N 119-06W. N. 34-24N 120-30W.
 - C. 33-29N 119-07W. O. 34-08N 120-26W.
 - D. 33-29N 118-37W. P. 34-08N 119-40W.
 - E. 33-20N 118-37W. Q. 34-00N 119-40W.
 - F. 32-11N 120-16W. R. 34-06N 119-13W.
 - G. 31-54N 121-35W. S. 34-06N 119-11W.
 - H. 35-09N 123-39W. T. 34-07N 119-10W.
 - I. 35-29N 123-00W. U. 34-07N 119-07W.
 - J. 35-04N 122-43W. V. 34-04N 119-04W.
 - K. 35-57N 121-32W.
 - L. 34-59N 120-42W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.
3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THE THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.
4. CANCEL NAVAREA XII 213/03.

(200420Z AUG 2003)

HYDROPACS

Messages in force 211100Z August 2003:

2001 series	207(62)	992(62)	1226(83)	1314(63)	1406(63)
1647(GEN)	445(96)	993(62)	1227(74)	1318(63)	1408(81)
1976(62)	495(62)	998(71)	1230(97)	1322(61)	1410(GEN)
2002 series	496(62)	1010(63)	1235(81)	1324(19,97)	1415(81)
146(62)	506(62)	1031(62)	1248(63)	1330(62)	1416(76)
205(GEN)	515(73)	1041(71)	1249(94)	1334(61)	1417(83)
206(GEN)	525(73,74)	1101(GEN)	1258(81)	1339(83)	1418(83)
352(73)	638(62)	1106(61)	1266(73)	1350(94)	1420(96)
403(72,73)	667(62)	1110(61)	1267(73)	1351(81)	1421(97)
637(75)	743(62)	1135(96)	1275(97)	1366(97)	1422(81)
1765(71)	744(29)	1167(83)	1293(97)	1370(63)	1423(96)
2191(22)	760(63)	1174(83)	1295(95)	1371(71,93)	1424(96)
2199(63)	761(63)	1175(83)	1296(94,95)	1391(63)	1425(62)
2330(62)	777(62)	1183(61)	1297(95)	1394(93)	1426(73,74)
2339(63)	787(73)	1187(61)	1300(61)	1395(62)	1427(57,61)
2402(22)	801(72)	1197(61,62)	1302(94,95)	1396(63)	
2003 series	880(63)	1198(92)	1303(94,95)	1398(74)	
100(29)	895(62)	1213(73)	1304(94,95)	1401(63)	
167(95)	940(71)	1220(62)	1305(71)	1402(63)	
197(71)	960(63)	1222(62)	1313(96)	1405(81)	

The summary of all HYDROPACS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

HYDROPAC WARNINGS issued from 141200Z to 211100Z August 2003.

1400/03. CANCELED.

1401/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

- HAZARDOUS OPERATIONS 0330Z TO 1530Z DAILY
18 AND 22 AUG IN AREA BOUND BY
09-57.6N 075-59.5E, 09-57.7N 076-14.2E,
09-40.0N 076-14.5E, 09-42.5N 076-09.5E.
- CANCEL THIS MSG 221630Z AUG.

(141300Z AUG 2003)

1402/03(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.

- HAZARDOUS OPERATIONS 0030Z TO 1230Z DAILY 18 THRU 21 AUG
IN AREA BOUND BY 19-14.6N 084-53.7E,
19-10.5N 085-01.0E, 19-01.7N 084-56.8E,
19-05.1N 084-48.4E, 19-12.6N 084-51.6E.
- CANCEL THIS MSG 211330Z AUG.

(141305Z AUG 2003)

1403/03 and 1404/03. CANCELED.

1405/03(81). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 11-03.5N 165-17.8E
AT 142201Z AUG. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO RCC HONOLULU, TELEX: 392401,
PHONE: 808 541 2500, FAX: 808 541 2123.

(151110Z AUG 2003)

1406/03(63). INDIA-WEST COAST.

- HELICOPTER, 29 PERSONS ON BOARD, DITCHED IN
18-45.3N 072-18.2E ON 11 AUG. TWO PERSONS
REMAIN MISSING. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST
IF POSSIBLE. REPORTS TO MRCC MUMBAI,
PHONE: 2437 6133, FAX: 2433 3727.
- CANCEL HYDROPAC 1381/03.

(151120Z AUG 2003)

1407/03. CANCELED.

1408/03(81). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 19-32.6N 166-43.3E
AT 151456Z AUG. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO RCC HONOLULU, TELEX: 392401,
PHONE: 808 541 2500, FAX: 808 541 2123.

(151650Z AUG 2003)

1409/03. CANCELED.

1410/03(GEN).

1. HYDROPAC MESSAGES IN FORCE 161200Z AUG 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 1167(83), 1174(83), 1175(83), 1183(61), 1187(61), 1197(61,62), 1198(92), 1213(73), 1220(62), 1222(62), 1226(83), 1227(74), 1230(97), 1235(81), 1248(63), 1249(94), 1258(81), 1266(73), 1267(73), 1275(97), 1287(72,92), 1293(97), 1295(95), 1296(94,95), 1297(95), 1300(61), 1302(94,95), 1303(94,95), 1304(94,95), 1305(71), 1313(96), 1314(63), 1318(63), 1322(61), 1324(19,97), 1330(62), 1334(61), 1339(83), 1350(94), 1351(81), 1360(94), 1366(97), 1370(63), 1371(71,93), 1380(83), 1386(74), 1387(23,29), 1391(63), 1394(93), 1395(62), 1396(63), 1397(63), 1398(74), 1399(22), 1401(63), 1402(63), 1405(81), 1406(63), 1407(73), 1408(81).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL HYDROPAC 570/03, 1147/03, 1372/03, 1400/03, 1409/03.

(161220Z AUG 2003)

1411/03 thru 1414/03. CANCELED.

1415/03(81). NORTH PACIFIC.

1. SUBMARINE RESEARCH OPERATIONS SUNRISE TO SUNSET DAILY
23 AUG THRU 15 SEP BY M/V SHINKAU 6500, M/V MOTHER SHIP
AND M/V YOKOSUKA WITH SUBMERSIBLE IN AREAS BETWEEN:
A. 13-40N 20-00N AND 145-40E 147-30E.
B. 12-41N 12-44N AND 143-30E 143-43E.
2. CANCEL THIS MSG 16 SEP.

(180840Z AUG 2003)

1416/03(76). SOUTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 36-51S 177-06E.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 4512 00067, PHONE: 644 914 8333, FAX: 644 914 8334
OR TAUPU MARITIME RADIO.

(190011Z AUG 2003)

1417/03(83). SOUTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 50-11S 141-56W AND
41-52S 158-46W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS
NEW ZEALAND, INMARSAT-C: 4512 00067, PHONE: 644 914 8333,
FAX: 644 914 8334 OR TAUPU MARITIME RADIO.

(190016Z AUG 2003)

1418/03(83). SOUTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 36-26S 173-54W.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 4512 00067, PHONE: 644 914 8333, FAX: 644 914 8334
OR TAUPU MARITIME RADIO.

(190045Z AUG 2003)

1419/03. CANCELED.

1420/03(96). SEA OF JAPAN. GUNNERY. MISSILES.

1. HAZARDOUS OPERATIONS 0300Z TO 0900Z DAILY 24 AND 25
IN AREA BOUND BY 42-20.0N 131-41.0E, 42-40.0N, 131-41.0E,
42-38.5N 132-15.0E, 42-20.0N 132-15.0E.
2. CANCEL THIS MSG 251000Z AUG.

(191030Z AUG 2003)

1421/03(97). NORTH PACIFIC. MISSILES.

1. HAZARDOUS OPERATIONS 2300Z TO 0200Z COMMENCING DAILY
19 THRU 21 AUG IN AREA BOUND BY 26-23N 128-20E,
27-06N 129-10E, 27-06N 131-00E, 26-10N 131-00E.
2. CANCEL THIS MSG 220300Z AUG.

(191215Z AUG 2003)

1422/03(81). NORTH PACIFIC. ORDNANCE.

1. BOMBING EXERCISES 2300Z TO 0830Z COMMENCING DAILY 24 THRU 31 AUG WITHIN TEN MILES OF 16-01N 146-04E.
2. CANCEL THIS MSG 310930Z AUG.

(200330Z AUG 2003)

1423/03(96). SEA OF JAPAN. GUNNERY.

1. GUNNERY EXERCISES 240200Z TO 240500Z AUG AND 240800Z TO 240900Z AUG IN AREA BOUND BY 42-20.0N 132-24.0E, 42-38.5N 132-23.0E, 42-37.5N 132-49.0E, 42-20.0N 132-49.0E.
2. CANCEL THIS MSG 241000Z AUG.

(200345Z AUG 2003)

1424/03(96). SEA OF OKHOTSK.

HELICOPTER, 13 PERSONS ON BOARD, DITCHED IN 51-40N 158-00E. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC VLADIVOSTOK, INMARSAT-C: 582 4925 00379, PHONE: 742 3249 5522, FAX: 742 3249 5895.

(200830Z AUG 2003)

1425/03(62). GULF OF SUEZ.

CHART 62230 (2ND ED).
SHAG ROCK LIGHT 27-46.1N 033-52.1E UNLIT.

(200900Z AUG 2003)

1426/03(73,74). AUSTRALIA-NORTHEAST COAST.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ VICINITY 09-55S 143-09E AT 210236Z AUG. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC AUSTRALIA, TELEX: 7162025, PHONE: 612 6230 6811, FAX: 612 6230 6868.

(210410Z AUG 2003)

1427/03(57,61). INDIAN OCEAN. RADIO SERVICES.

1. SOUTH AFRICA WEATHER FACSIMILE OFF AIR 210600Z TO 221400Z AUG.
2. CANCEL THIS MSG 221500Z AUG.

(210440Z AUG 2003)

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html), by referring to Section I (paragraph 50) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 21 August 2003: 00-7, 01-1, 01-7, 02-2, 02-5, 02-7 and 03-4.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002 and in Notice to Mariners 14/03.

SPECIAL WARNINGS in force 21 August 2003: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119, 120 and 121.

MARINE INFORMATION**NEW EDITION OF SUMMARY OF CORRECTIONS**

Summary of Corrections for the Western Pacific Ocean (Regions 8 and 9), Volume 4, 2003 Edition, is ready for issue. This publication has been corrected to 24 May 2003, including Notice to Mariners No. 21 of 2003.

This edition is produced by NIMA in digital format only, available on CD-ROM and includes the digital chart correction graphics in their full original color.

Customers requiring paper versions of NIMA products may purchase them through the U.S. Government Printing Office (GPO) Superintendent of Documents. The NIMA point of contact for this effort is Mr. Adam Veracka (301)227-3173.

MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

Observer: name(s) of person(s) making observation and rank, rate or title.

Ship/Organization: name of vessel or organization.

Address: complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

Date of Observation: day, month and year at which the observation was made.

Time of Observation: local time at which the observation was made.

Latitude/Longitude: exact position of the observation expressed as accurately as possible.

Datum: horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

Navigation System: method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

Verified by Navigator: indicate whether observation was verified by navigator.

Product(s) Affected: product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

Edition: edition number and/or year of affected product.

Latest correction applied: the latest Notice to Mariners to which your copy of affected product has been corrected.

Sounding sensor or method used: equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

Soundings corrected for draft: indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

Details of Information Reported: use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

User Feedback: use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).

MARINE INFORMATION REPORT AND SUGGESTION SHEET

Observer _____ Ship/Organization _____

Address _____

Email address _____

Date of Observation _____ Time of Observation (Local)_____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

Product(s) Affected _____ Edition _____

Latest correction applied: N.M. _____

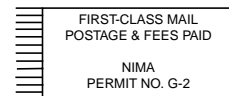
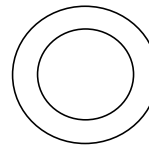
Sounding sensor or method used _____ Sounding(s) corrected for draft: Yes ____ No ____

Details of Information Reported (continue on additional sheets as necessary) _____

User Feedback (continue on additional sheets as necessary)



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET

Observer _____

Ship/Organization _____

Phone _____ Email Address _____

Describe Hazard (e.g. dredge, buoy, current meter, operations): _____

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): _____

Date of Insertion _____ Date of Removal _____

If observed, Date _____ Time (Local) _____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

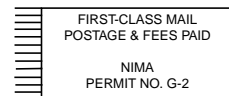
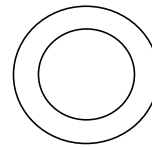
Sounding sensor or method used _____

Sounding(s) corrected for draft: Yes _____ No _____

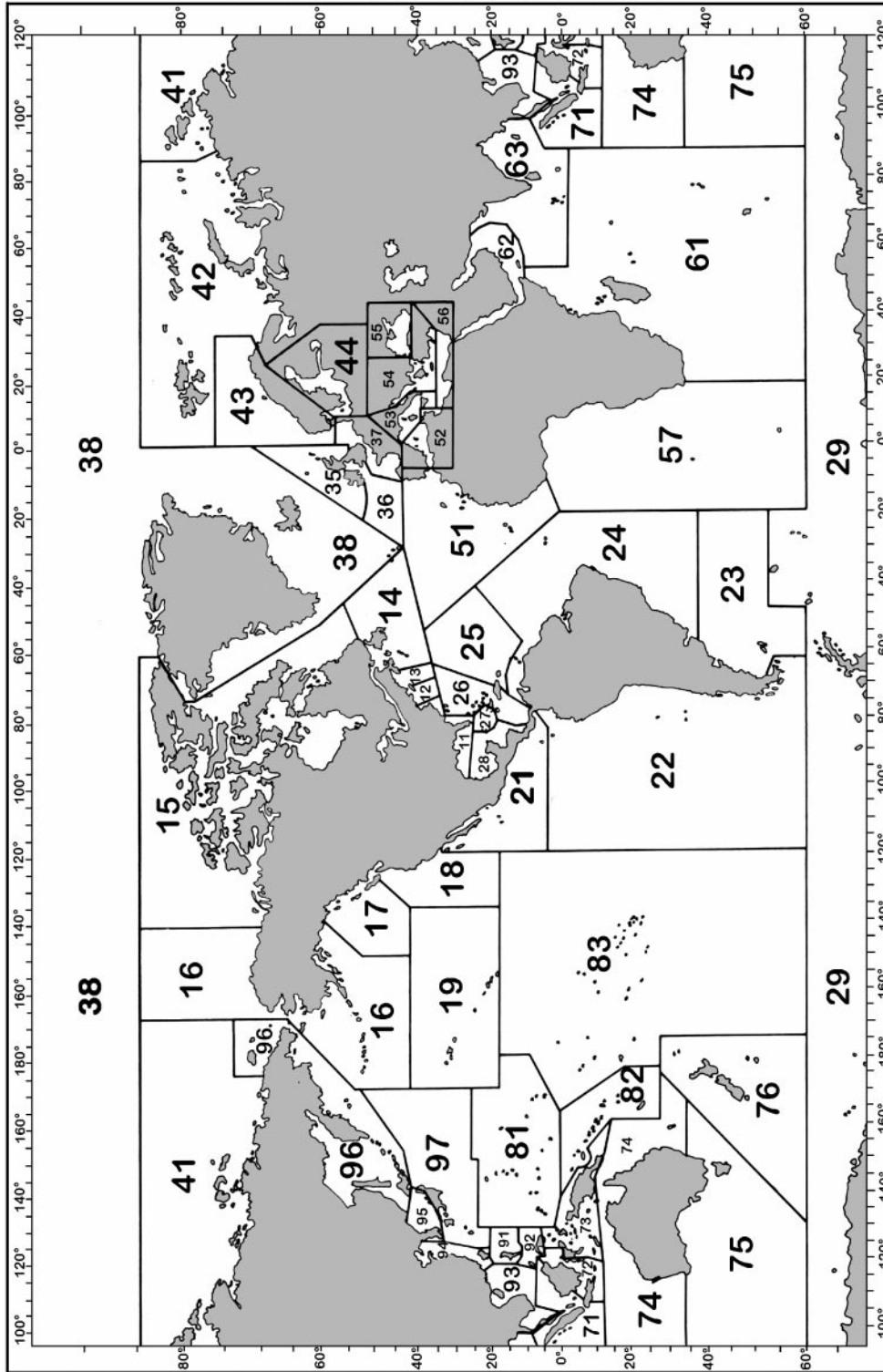
Details of Information Reported (continue on additional sheets as necessary): _____



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BETHESDA MD 20816-5003**



GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Sub-region number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

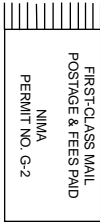
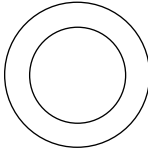
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MARINERS**

PLEASE EXPEDITE DELIVERY